

From: [Nicholson, David](#)
To: [Hearding, Peter](#); [Pistole, John](#)
Cc: (b)(6)
Subject: RE: OLA Update 11/30/11
Date: Wednesday, November 30, 2011 6:11:19 PM

The movement with Collins is noteworthy. Her core concern seems more directed at the standard itself, rather than the studies that prove AIT machines meet the standards (which is rightly our responsibility, as opposed to setting the public health standard).

From: Hearing, Peter
Sent: Wednesday, November 30, 2011 5:16 PM
To: Pistole, John
Cc: (b)(6); Nicholson, David ; (b)(6)
(b)(6)
Subject: OLA Update 11/30/11

Sir –

Here's what we're tracking this afternoon...

-
TSA HQ Realignment Briefing

We're scheduled for an hour session tomorrow with the subcommittee members from 2-3pm. Read-aheads have been submitted for your review and we have a prep session tomorrow morning. We are doing a head count on member attendance and we have inquired (again) with both Sheila Jackson Lee's (D-TX) and Mike Rogers' (R-AL) offices to schedule brief one-on-one pre-hearing meetings, but have not yet heard back from the staffers, just in case that issue gets raised by the Members again.

-
GAO AIT Briefing for Transportation and Infrastructure (T&I) and House Oversight and Government Reform (OGR)

Earlier I sent along a summary of this briefing; We have received only one follow-up question on this matter, from a staffer to Rep. James Lankford (R-OK) inquiring about how we screen wheelchairs and minor children. I'm not aware of any public comments or coverage, though it still may come.

-
AIT Hearing

The King/Rogers response letter is currently being reviewed/cleared by DHS front office; once complete, it will be transmitted to the committee. The staffers have indicated that they may accept our narrative statement in lieu of "formal" testimony, but want to read the letter first. More to follow on that. The panel now include you, U/S O'Toole, U/S Caryn Wagner, Exec Dir Cedric Sims from U/SM, IG Edwards, and Steve Lord from GAO.

I spoke with Nelson Peacock, who indicated that IG Edwards has decided to raise the classification level of his report on AIT. This means it may take a little more time to finalize the report, and that some of the substance of the report may change given the new TS/SCI marking. We've relayed that to Peter King's (R-NY) staffers who are pleased with the development.

Additionally, during my conversations with Rogers' staff yesterday, they inquired about whether DA Rossides and AA Robin Kane were planning to attend the hearing. While they will not be invited witnesses, the hearing will become less formal in the closed session and so questions may be directed at them if they attend. We should discuss this further.

On Friday afternoon the hearing prep session will be at the NAC with the other principles to walk through the issues.

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Legislation Re: Screening of Military Personnel

Rep. Chip Cravaack's (R-MN) bill to require expedited screening of military personnel and their family members was passed by the U.S. House of Representatives last night, by a vote of 404-0. At the bottom of this email are our comments on the measure, as well as the text of the bill itself.

For awareness, the U.S. Senate is currently considering the FY12 Department of Defense Authorization bill (S 1867), however the deadline for filing amendments has now passed and we are not aware of anyone having filed an amendment with the Cravaack language. We've been in touch with our authorizers and they are aware of our concerns. A number of key senators are on both Senate Homeland and Armed Services (Levin, Lieberman, Collins, Brown and Akaka), so even in the event that it somehow pops up we are well positioned to deal with it in conference committee. The companion bill in the House (Hr 1540) was passed in May of this year and does not contain the Cravaack language. We continue to monitor this closely.

Sen. Susan Collins (R-ME) on AIT

We're continuing to work with her staff on radiation concerns; her staffers agree that the focus should be on whether current radiation standards themselves - rather than AIT units - present a health risk. They are discussing with her the possibility of changing courses a bit, to focus more on whether the current radiation standards might adversely impact certain populations (elderly, small children, pregnant women, etc). I bring it up because we seem to be making some headway in bringing her staffers around.

New Mike Rogers (R-AL) Letter

We received the attached incoming from Reps Mike Rogers and Blake Farenthold (R-TX) regarding TSA's procurement and storage of technology equipment. This is the same exact line of questioning that we've received (informally) from Rep. John Mica's (R-FL) staff in previous months, but declined to respond to due to his lack of jurisdiction. Farenthold sits on House Oversight and Government Reform with Mica, and sits on House Homeland Security as well, though not on our subcommittee.

Best,
Pete

Peter Hearing
Transportation Security Administration
Office of Legislative Affairs

**H.R. 1801, Risk-Based Security Screening for Members of The Armed Forces Act****Sponsor: Rep. Cravaack (R-MN)**

To amend title 49, United States Code, to provide for expedited security screenings for members of the Armed Forces.

- This legislation is unnecessary as TSA is already considering expedited security screening for members of the armed forces as part of new risk-based security measures.
- TSA currently has a standard procedure for military personnel in uniform which states that they do not have to remove footwear (unless the footwear alarms the WTMD).
- Including “[a]ny accompanying family member” is too broad. TSA should have the flexibility to define the low-risk screening populations based on a risk-assessment of the relevant passenger populations. Inclusion of family members is also unnecessary, unless military personnel regularly travel with family members when on duty and in uniform.
- This should not be solely a TSA responsibility. There should be a collaboration with the military to determine who can be screened using RBS.
- Paragraph (m)(2)(A) refers to screening protocols used by airport operators and air carriers; this is inaccurate as airport operators and air carriers do not use screening protocols on passengers.

H.R. 1801**SECTION 1. SHORT TITLE.**

This Act may be cited as the ‘Risk-Based Security Screening for Members of the Armed Forces Act’.

SEC. 2. SECURITY SCREENING FOR MEMBERS OF THE ARMED FORCES.

(a) In General- Section 44903 of title 49, United States Code, is amended by adding at the end the following:

(m) Security Screening for Members of the Armed Forces-

(1) IN GENERAL- The Assistant Secretary shall develop and implement a plan to provide expedited security screening services for a member of the Armed Forces, and any accompanying family member, when the member of the Armed Forces presents documentation indicating official orders while in uniform through a primary airport (as defined by section 47102 of this title).

“(2) PROTOCOLS- In developing the plan, the Assistant Secretary shall consider--

“(A) leveraging existing security screening models used by airports and air carriers to reduce passenger wait times before entering a security screening checkpoint;

“(B) establishing standard guidelines for the screening of military uniform items, including combat boots; and

“(C) incorporating any new screening protocols into an existing trusted passenger program, as established pursuant to section 109(a)(3) of the Aviation and Transportation Security Act (Public Law 107-71; 115 Stat. 613; 49 U.S.C. 114 note), or into the development of any new credential or system that incorporates biometric technology and other applicable technologies to verify the identity of individuals traveling in air transportation.

“(3) REPORT TO CONGRESS- The Assistant Secretary shall submit to the appropriate committees of Congress a report on the implementation of the plan.”.

(b) Effective Date- Not later than 180 days after the date of the enactment of this Act, the Assistant Secretary shall implement the plan required by this Act.

From: Pistole, John
To: Hearing, Peter
Cc: [b)(6)]; Nicholson, David; [b)(6)]
Subject: Re: OLA Update 11/30/11
Date: Wednesday, November 30, 2011 5:55:02 PM

Ok, tks...

From: Hearing, Peter
To: Pistole, John
Cc: [b)(6)]; Nicholson, David; [b)(6)]
<[b)(6)]>
Sent: Wed Nov 30 17:43:52 2011
Subject: RE: OLA Update 11/30/11

One final late-breaking development for discussion tomorrow – a TSO at (we think) Louis Armstrong Airport in New Orleans approached Rep. Cedric Richmond (D-LA) to voice a complaint that TSA is “cutting his pay right before Christmas.” Richmond sits on our subcommittee and may well attend tomorrow’s briefing. The committee staff have asked for some clarification on the Gulf Coast Retention Incentive pay program. Attached for background are a couple of documents on the matter.

From: Pistole, John
Sent: Wednesday, November 30, 2011 5:21 PM
To: Hearing, Peter
Cc: [b)(6)]; Nicholson, David; [b)(6)]
<[b)(6)]>
Subject: Re: OLA Update 11/30/11

Tks Pete, sounds like some good developments....

From: Hearing, Peter
To: Pistole, John
Cc: [b)(6)]; Nicholson, David; [b)(6)]
<[b)(6)]>
Sent: Wed Nov 30 17:16:05 2011
Subject: OLA Update 11/30/11

Sir –

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More to follow on that. The panel now include you, U/S O'Toole, U/S Caryn Wagner, Exec Dir Cedric Sims from U/SM, IG Edwards, and Steve Lord from GAO.

I spoke with Nelson Peacock, who indicated that IG Edwards has decided to raise the classification level of his report on AIT. This means it may take a little more time to finalize the report, and that some of the substance of the report may change given the new TS/SCI marking. We've relayed that to Peter King's (R-NY) staffers who are pleased with the development.

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Best,
Pete

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

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H.R. 1801

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From: [Pistole, John](#)
To: [Hearding, Peter](#) (b)(6); [Nicholson, David](#) (b)(6); (b)(6); Kane, Robin E; Sanders, John P <TSA OST> (b)(6); (b)(6); Houston, Scott; Beck, Carol; Cappannari, Michael; [Peacock, Nelson](#); [Stroud, Michael](#); [Lee, Kristin](#)
Subject: Re: GAO Briefing Read-out
Date: Wednesday, November 30, 2011 12:21:35 PM

Thanks Pete....

From: [Hearding, Peter](#)
To: [Pistole, John](#) (b)(6); [Nicholson, David](#); (b)(6); (b)(6); Kane, Robin E; Sanders, John P <TSA OST>; 'McLaughlin, Chris'; (b)(6); Johnson, Scott T (b)(6); Halfacre, Christine; (b)(6); Houston, Scott; Beck, Carol; Cappannari, Michael; Peacock, Nelson; Stroud, Michael; Lee, Kristin; Payne, Sterling; Soule, Greg
Sent: Wed Nov 30 12:17:50 2011
Subject: GAO Briefing Read-out

All – for awareness, here’s quick read-out of the GAO briefing with the Transportation and Infrastructure and House Oversight Committee Members this morning:

There were about 25 folks in total, 13 Members, another 12 staffers or so, including:

- John Mica (R-FL)
- Jason Chaffetz (R-UT)
- Blake Farenthold (R-TX)
- Mike Quigley (D-IL)
- Laura Richardson (D-CA)
- Thomas Petri (R-WI)
- Howard Coble (R-NC)
- James Lankford (R-OK)
- Jean Schmidt (R-OH)
- Chip Cravaack (R-MN)
- Peter DeFazio (D-OR)
- Eddie Bernice Johnson (D-TX)

Plus another freshman member our staffer could not identify offhand.

Cravaack is the only member who sits on TSA’s House Homeland Security subcommittee and will likely be at next week’s hearing.

Mica, Chaffetz and DeFazio asked most of the questions; the members seemed engaged. Most of the discussion by, and commentary from, the members focused on cost vs. effectiveness/benefit of the technology. GAO did offer some perspective regarding Tier requirements and how they relate to the test articles. Members were interested in what weights/sizes that may represent a threat.

Mr Mica drove most of the conversation and was effectively cross-examining GAO in furtherance of his position. The meeting ran a little short of an hour. We haven't heard anything from the Hill as of now, but will keep you posted if that changes.

Best,
Pete

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

From: Pistole, John
To: Hearing, Peter
Cc: (b)(6) Nicholson, David (b)(6)
Subject: Re: OLA Update 11/29
Date: Wednesday, November 30, 2011 6:34:38 AM

Thanks Pete...

From: Hearing, Peter
To: Pistole, John
Cc: (b)(6) Nicholson, David (b)(6)
<(b)(6)>
Sent: Tue Nov 29 15:40:18 2011
Subject: OLA Update 11/29

AIT Hearing

The hearing will be held at the TS-SCI level. The hearing will start at 12 p.m. in 311 Cannon, adjourn for Members to vote and reconvene in the SCIF - HVC-302. The first portion in Cannon will be – by committee rules – public. Rogers and Jackson Lee will both make very abbreviated opening statements. You will not be asked to provide a statement during this open portion of the hearing. Once the session re-convenes in the SCIF, Rogers and Jackson Lee will make longer, classified statements and you will then be asked to provide your statement.

We're still working with DHS OLA on this – the committee is asking for S&T, I&A, USM, DHS IG and GAO. This is getting to be unwieldy for a subcommittee hearing so we're working with Nelson on the way forward.

Finally, the committee has now asked for written testimony, so we'll figure that out once it is determined who is testifying for the Department. I'd suggest we simply use the narrative contained in our draft response to the King/Rogers letter – though, again, that may not be possible there is a single DHS piece of testimony.

GAO AIT Briefing

Mr Mica's briefing with GAO is tomorrow at 1130; we're inquiring about expected attendance but haven't turned up much information yet. We do have a couple of friendly staffers attending who will provide a read-out immediately following. We have been working with OPA to be prepared for any public statements afterwards.

HQ Realignment Briefing

We're scheduled for 1 hour with the members on Thursday at 2pm. We'll have some read-aheads for your review tomorrow.

Best,
Pete

From: [Pistole, John](#)
To: [Rossides, Gale](#)
Subject: Re: Today's Wrap
Date: Monday, November 28, 2011 10:50:40 PM

Ok, glad to meet w/ Gene, and share your concerns re Wed....

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

From: Rossides, Gale

To: Pistole, John

Cc: (b)(6)

Sent: Mon Nov 28 21:52:51 2011

Subject: Re: Today's Wrap

PS- one thing Sue R was rather insistent of is to have you go see Comp General Gene Dodaro and provide him an intell brief at TSSCI--to drive home nat'l second concerns, irrespective of Cathy B's efforts. I offered to call him while you were out but they really want you to go meet w/ him and have one of our OI guys do a classif briefing. We can discuss on Wednesday.

On one more note: (b)(5)

Peter is working w/ King staff but.....

Gale

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

From: Rossides, Gale

To: Pistole, John

Sent: Mon Nov 28 21:34:19 2011

Subject: Today's Wrap

+Signed FAM IG report and it went to DHS---that is a MAJOR audit done with very good result;

+Had update w/ John Halinski on his progress in Moscow;

Met w/ Bob Vente who is in town w/ Swedes;

+Talked w/ Sue Ramathan extensively about GAO/IG reports and Hill engagement- she's good w/ our approach;

+Approved final business rules for all Hqs position management and classification reviews;

+Paul B has had no word from Art- he hopes to speak w/ friend there tmr; will keep you posted;

+Signed out docs to revoke airman's certificate for NF of interest;

Tomorrow:

+will attend S1 component hds mtg tmr;

+In afternoon Robin and I are mtg w/ USM Borrás re: GAO AIT audit and TS SCI classif of our response;

+Will call (b)(6)

+Have a mtg w/ James Duncan and OHC team on 3rd part review options for CB;

+Ken was out sick today and Rebecca and I are both fighting sore throats!

Howard is dealing w/ NSS on few issues- nothing urgent;

Otherwise, all quiet. GREAT performance and metrics from holiday weekend travel and VIPR team stats-

very positive performance; I asked OSO to draft a thank you message from you to all in OSO and OLE

for a great weekend..... I think we had more incidents on board flights w/ FAMs having to break cover

during the weekend than we did incidents at checkpoints--- a first!!

Hope you are well and having a productive trip! Say Hi to (b)(6) for me!

Gale

From: [Pistole, John](#)
To: [Payne, Sterling](#); [Rossides, Gale](#); [Nicholson, David](#); [Berumen, Paul](#)
Cc: [Lee, Kristin](#)
Subject: Re: OPA daily wrap up
Date: Monday, November 28, 2011 9:30:28 PM

Sounds good Sterling, tks. Re backscatter study, pls discuss w/ Gale as I think we need to do a new study re the EU decision and Sen Collins' request. Tks...

From: Payne, Sterling
To: Pistole, John; Rossides, Gale; Nicholson, David ; Berumen, Paul
Cc: Lee, Kristin
Sent: Mon Nov 28 17:43:05 2011
Subject: OPA daily wrap up

Below is a rundown of OPA's activities for the day. Please let us know if you have any questions:

Press Inquiries:

-Bloomberg: Julie Bykowicz inquired about TSA's specific FTE count in response to the Mica report and budget numbers. TSA OPA is working to explain that while the FTE count has increased in response to additional layers of security, the TSO FTE has decreased over the years.

-TSA OPA is working with OSO to identify updated numbers and will provide them to the reporter. TSA OPA has provided the following: TSA's Washington-based headquarters staff represent a small fraction of its nationwide workforce – less than 4 percent. These individuals support a larger frontline workforce who screens 1.8 million passengers each day at more than 450 airports nationwide. Further, included in TSA headquarters are intelligence personnel, global operations personnel, covert testing, personnel security and numerous other specialties directly supporting field operations. The so-called administrative staff in the field include frontline supervisors on watch all shifts 24 hours each day to conduct screening and security operations.

TSA has reduced the size of its frontline workforce since the end of our first-year rollout, from roughly 59,000 in 2002 to under 52,000 today. Prior to the creation of TSA, a small private screening operation (16,500) was in place that did not screen checked baggage. After the inception of TSA, we began screening 100 percent of checked baggage and added many more layers of security to keep the traveling public safe.

TSA's screener workforce today is smaller than it was in 2002, its first year of operations. In 2005, TSA had 45,000 full time equivalents devoted to basic checkpoint and baggage screening. The equivalent number of FTE devoted to those

tasks today is approximately 37,000. TSA has converted FTE to enhanced security and additional security layers such as bomb appraisal officers, travel document checkers, behavior detection officers and targeted security flexible operations.

-Washington Post: Reporter Joe Davidson has requested a response from TSA OPA in regards to a letter from Representative Thompson to Administrator Pistole citing racial profiling concerns about TSA's behavior detection program at Honolulu International Airport (HNL).

- TSA OPA the following response to the reporter: TSA's behavior detection program in no way encourages or tolerates profiling. Profiling is not an effective form of security and our security officers are trained to treat every passenger with dignity and respect.

-Associated Press: Reporter Larry Margasak inquired about a bill coming up tomorrow that would ask Administrator Pistole to come up with a risk based screening system for troops and their families.

- TSA OPA does not comment on pending legislation, but is working with the reporter to ensure he understands TSA risk-based security approach, the card reader pilot in Monterrey, and existing screening procedures for service members and wounded warriors.

-New York Times: Reporter Jad Mouawad has inquired about airport security for a year-end holiday story. He is interested in RBS efforts and whether TSA plans to implement more internationally consistent procedures, in addition to the policies on shoes, AIT and liquids screening.

-Deadline is COB Friday Dec 2.

-Fierce Homeland Security: Inquired about TSA's plans to Not conduct an additional safety evaluation of backscatter in light of the Senator Collins letter.

-TSA OPA provided the following response on background attributable to TSA:

TSA recently received a draft DHS IG report that corroborates the findings of previous independent health studies—that backscatter technology is well within national standards and safe for all passengers. TSA is satisfied with these results, however we will work with Congress should they feel that another independent study is appropriate.

-The Daily: Reporter Carmel Melouney inquired about TSA's app, its cost to travelers, cost to produce, and availability to the public.

-TSA OPA provided the following response: The mobile web and iPhone application enables travelers to quickly and easily get information for getting through airport security directly on their mobile device. It gives passengers 24/7 access to frequently asked questions on getting through airport security right at their fingertips. The tool helps passengers easily

prepare for security screening, thereby providing for a smoother travel experience while helping security officers more clearly recognize potential threats to aviation security. MyTSA has multiple tools, including allowing travelers to find out if certain items can be taken in checked or carry-on baggage, view flight delays at all U.S. airports, see average checkpoint wait times at specific airports, and post how long it took them to get through security for other passengers to view.

The app also contains a guide with travel tips on some of the most frequently asked questions for getting through security, including the following: acceptable IDs, 3-1-1 rules for liquids, gels and aerosols, traveling with food and gifts, traveling with children, passengers with special medical needs, packing tips, tips for how to dress for airport security, and tips for military passengers. TSA has the ability to update the app to give users the most up to date information to help them prepare for security. This free app is available to download for iPhone users on iTunes. The mobile web app can be viewed by any device with a web browser at www.tsa.gov/mobile.

-The National Newspaper: Reporter Omar Karmi inquired about the UAE call for TSA to respond to allegations of racial profiling on board a USAir flight from Charlotte to Washington D.C. that occurred on Friday November 25th.

-TSA OPA provided the following approved response: TSA Statement: On Thursday, November 24, at approximately 5 p.m. EST, US Airways Pilot in Command of flight 1768 (Charlotte-Reagan National) requested Charlotte airport police assist in removing individuals from the plane due to a perceived security concern. TSA responded at the request of local law enforcement. In collaboration between law enforcement officers, TSA and US Airways, it was determined the individuals did not pose any security concerns."

On background:

A separate flight crew arrived later, and TSA rescreened all checked baggage with negative results prior to takeoff. Flight 1768 departed at 9:29 p.m., and landed safely at Reagan Washington National Airport at 10:22 p.m.

Press articles:

-Washington Times: A negative editorial ran on Monday and TSA OPA is drafting a Letter to the Editor to push back.

Longer term:

-TSA OPA has solidified plans to have Administrator Pistole conduct a newsmaker breakfast with Bloomberg on Dec 6. This will include an announcement that United will be the next TPC participating airline.

Sterling Payne

Transportation Security Administration

Office of Public Affairs

O: 571-227-(b)(5)

From: [Pistole, John](#)
To: [Hearing, Peter](#)
Cc: (b)(6); [Nicholson, David](#); (b)(6)
Subject: Re: OLA Update 11/28
Date: Monday, November 28, 2011 9:26:20 PM

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From: Hearing, Peter
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Cc: (b)(6); Nicholson, David; (b)(6)
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Sent: Mon Nov 28 17:42:36 2011
Subject: OLA Update 11/28

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-
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We're working this with DHS OLA; the committee will be asking for additional department witnesses (S&T, I&A, USM), but nothing new is confirmed at this point.

-
King/Rogers Response

There is a classified draft response being reviewed internally now; The committee has requested our response by tomorrow, 11/29. I'll reach out tomorrow if it appears we cannot make that deadline.

-
HQ Realignment Briefing

The House Homeland Security Committee has requested a Member-level briefing on the HQ realignment. They've asked for Thursday 12/1/11 at 2pm. Sir, it appears that both your, and Gale's, schedules could accommodate that time. Given the upcoming hearing, it might be worth having both of you attend. On a related note, we're still working to nail down a date/time for the meeting requested by Sheila Jackson Lee (D-TX), and we've reached out to see if Mike Rogers (R-AL) would like to meet with you prior to the hearing.

-
Mica Report Response

We've drafted up a letter - which we'll have ready for Exec Sec to route tomorrow - to send to our committees of jurisdiction highlighting what we have accomplished over the agency's first 10 years. We're planning to include the 9/11 Recommendation progress report as an enclosure (this document was shared hill-wide in advance of the 9/11 anniversary). Since this report is a "staff report," I'd recommend this one be signed by OLA, rather than the front office. The SPP report from a few months back was a "staff report" as well, and our response to that went out with an OLA signature.

-
Military Personnel Screening Bill (HR 1801)

Rep. Chip Cravaack's (R-MN) bill, which would require TSA to provide for expedited screening of

military personnel, is scheduled for floor action tomorrow. There are only four bills on the calendar and first votes are at 630pm, so it should be considered not long thereafter.

FAMS/Training Hearing

The Rogers/Jackson Lee subcommittee today also indicated their interest in having a FAMS/Training hearing on 12/14 or 15. They are interested in having AAs Bray and Novak testify.

Best,
Pete

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

From: Goldman, Howard <TSA Exec Ofc>
To: Soule, Greg; Rossides, Gale; Pistole, John; Fletcher, Kenneth; Nicholson, David; Byrne, Sean; Cipicchio, Domenico; (b)(6); Houston, Scott; (b)(6); Hearing, Peter;
(b)(6); Hutchinson, Kimberly; Berumen, Paul; Thaxton, Scot
Cc: Lee, Kristin; Payne, Sterling; Riley, J. Kawika
Subject: Re: Editorial: If the overhead bins are full, here's what you do - USA Today
Date: Wednesday, November 23, 2011 11:55:03 AM

Great points except for the implication that TSA would be the enforcer of bag size at the checkpoint.

Howard

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

From: Soule, Greg
To: Rossides, Gale; Pistole, John; Fletcher, Kenneth; Nicholson, David; Byrne, Sean; Cipicchio, Domenico; Goldman, Howard <TSA Exec Ofc>; (b)(6); (b)(6); Houston, Scott; 'Johnson, Scott T' (b)(6); Hearing, Peter; 'Grade, Deborah C' (b)(6); Hutchinson, Kimberly; Berumen, Paul; Thaxton, Scot
Cc: Lee, Kristin; Payne, Sterling; Riley, J. Kawika
Sent: Wed Nov 23 11:43:57 2011
Subject: Editorial: If the overhead bins are full, here's what you do - USA Today

Editorial: If the overhead bins are full, here's what you do USA Today

Just in time for the busiest travel weekend of the year, the U.S. Travel Association confirmed in a survey what many frustrated fliers already know: The [No. 1 airport peeve](#) is passengers who schlep too many carry-on bags through security and onto flights.

That number has skyrocketed in recent years — 86 million more bags were carried on in the year that ended Aug. 31 than during the same period two years earlier, the [Transportation Security Administration](#) estimates. Checked baggage dropped nearly 17%, while passenger traffic increased 3%.

The reason for the carry-on jump is no mystery: All the major domestic airlines — except JetBlue and Southwest — now charge to check even one bag, generally \$25. To save money, and time at the baggage claim carousel, passengers lug as much as they can on board, with predictable consequences.

At security checkpoints, these millions of extra bags, many of them densely packed, mean longer lines as busier screeners check more bags that require more effort to detect contraband. While the [TSA](#) insists that security doesn't suffer, logic suggests that it would, particularly on the busiest travel days.

Also, if the TSA were to add the equipment, security lanes and screeners necessary to keep up with this avalanche, it would cost about \$260 million a year. So, in essence, taxpayers would end up footing the bill for the airlines' revenue grab. If TSA doesn't spend the money, fliers pay in the form of inconvenience. Once past security, the fun continues at boarding. On a typical flight, there's a fierce fight for scarce bin space, extending the boarding process. Bags are stuffed under seats, making passengers even more uncomfortable. And then there are always the passengers with gargantuan bags who are forced to check them at the last minute while everyone else waits. Even more infuriating, they often avoid the bag fee. There has got to be a better way. In fact, there is. Here's what a more sensible system would look like:

- No fee for the first piece of checked luggage. As we've argued before, it would be better if airlines simply raised fares instead of nickel-and-diming passengers for every conceivable amenity. If carriers persist, fliers' discontent is likely to produce popular support for a measure introduced last week in Congress that would prohibit airlines from charging for that first checked bag.

- Enforce the existing carry-on size limits, using templates at the security checkpoints to intercept the monster bags that now often escape airline personnel's notice until they're right at the door of the plane.
- Charge for large carry-ons. Some travelers would squawk at first, but think back to how smoothly security and boarding went immediately after the ban on liquids, when virtually everyone checked bags.
- Tax the airlines' revenue from fees the same way that fares are taxed. Currently, the fees are tax exempt, giving airlines incentive to generate revenue through fees rather than fare increases. Taxing the baggage fees would at least allow the government to recoup some of money it spends to screen all those extra suitcases.

We're sympathetic to the airline industry's need to make money. But the baggage fees— initially imposed to offset rising fuel costs in 2008 — have become a disruptive addiction that impairs security, offloads costs onto taxpayers and makes the boarding process even more unpleasant than it already is.

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

From: Soule, Greg
Sent: Tuesday, November 22, 2011 4:23 PM
To: Rossides, Gale; Pistole, John; Fletcher, Kenneth; Nicholson, David; Byrne, Sean; Cipicchio, Domenico; Goldman, Howard <TSA Exec Ofc>; (b)(6) Houston, Scott; 'Johnson, Scott T'; Hearing, Peter; 'Grade, Deborah C'; Hutchinson, Kimberly; Berumen, Paul; Thaxton, Scot
Cc: Lee, Kristin; Payne, Sterling; Riley, J. Kawika
Subject: National Stories

For awareness -

USA Today will run an editorial on baggage fees tomorrow. Their opinion is that airlines should allow one free checked bag. They will use some of our stats in their piece.

WaPo Federal Diary is covering the Mica Report, focusing on the personnel aspects of the report.

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

From: Soule, Greg
To: Hutchinson, Kimberly; Nicholson, David; Rossides, Gale; Pistole, John; (b)(6) Fletcher, Kenneth; Byrne, Sean; Ciocchio, Domenico; Goldman, Howard <TSA.Exec.Ofc>; (b)(6) Houston, Scott (b)(6) Hearing, Peter (b)(6)
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren; Riley, J. Kawika; Lambert, Kim
Subject: Washington Post - Mica report
Date: Tuesday, November 22, 2011 9:32:07 PM

A relatively balanced piece. Thank you for the quick review.

http://www.washingtonpost.com/politics/mica-revives-privatized-airport-security-idea/2011/11/22/gIQA6rVWmN_story.html

Mica revives privatized airport security idea

By [Joe Davidson](#), Tuesday, November 22, 8:20 PM

Employing airline safety officials is considered perfectly appropriate government work to many, but not to Rep. John L. Mica, the Florida Republican who chairs the House Transportation and Infrastructure Committee.

It's not that he has anything against the transportation security officers (TSOs) who screen passengers and baggage at the nation's airports. In fact, he says many of them are "hardworking, dedicated personnel."

But he does have something against their boss. Mica doesn't believe Uncle Sam should employ those who work to make sure the friendly skies stay that way.

He wants private companies to do that.

This isn't a new idea for Mica. He has punched this bag before. His latest push came last week with a report he issued along with Rep. Darrell Issa (R-Calif.), chairman of the House Oversight and Government Reform Committee. The report calls for moving "airport screening operations to private contractors under federal supervision."

It's unusual for Republicans to look abroad for examples on how to shape U.S. policies, but on this point the congressmen say: "Almost all Western countries have evolved their airport screening systems to meet current aviation threats through federal oversight of private contract screeners. The U.S. must also evolve to provide the most effective transportation security system at the most reasonable cost to the taxpayer."

Let me know when Republicans look to Canada and Europe for advice on health care and capital punishment.

Before the Sept. 11, 2001, terrorist attacks, airport screening was done by private companies. After that Congress determined that security should properly be done by the government, although private screeners continue in 16 airports. The Transportation Security Administration (TSA) says it's also cheaper as government work.

Not expanding the private screening program aligns with TSA Administrator John Pistole's vision "of the agency as a federal counterterrorism network that continues to evolve to keep

the traveling public safe. . . .” said Greg Soule, an agency spokesman. “Currently, private screening contracts on average cost the government 3 to 9 percent more than a federalized work force,” he said.

In addition to being a strong advocate for privatized screeners, Mica, who acknowledges that “we are safer today than we were 10 years ago,” is just as adamant against collective bargaining rights for government TSOs. When the Obama administration granted limited bargaining rights earlier this year, Mica called it the [“turnover of airport screening to the administration’s union cronies.”](#)

Speaking of cronies, Mica reportedly has received campaign contributions from private companies that could benefit from greater private operation of airport screening. “In the past 13 years, he has received almost \$81,000 in campaign donations from political action committees and executives connected to some of the private contractors already at 16 U.S. airports,” [FoxNews.com](#) wrote last year.

His office did not reply to a Federal Diary request for comment on the contributions, but his office told Fox News that the money did not influence his decision-making.

Another interesting point about Mica’s interest in TSA is his committee, despite its name, does not have jurisdiction over the agency. The Homeland Security Committee does.

“The fact is that the Committee on Homeland Security has sole jurisdiction over all TSA security matters. . . .” said a statement by committee Chairman Peter T. King (R-N.Y.) and transportation security subcommittee Chairman Mike D. Rogers (R-Ala.). “We recognize that Congressman Mica has a longstanding interest in TSA, and we will carefully review his report.”

Curiously, King and Rogers were not asked to sign on to the report from Mica and Issa.

Mica’s continued pursuit of TSA does reveal some points worthy of greater study. If Pistole views TSA as part of the government’s counterterrorism network, it seems odd that the agency “advertised for employment at the Washington Reagan National Airport on pizza boxes and on advertisements above pumps at discount gas stations in the D.C. area,” according to the Mica-Issa document, which drew from Federal News Radio and [Washington Post reports](#). “It has also been reported to the Committee on Transportation and Infrastructure on multiple occasions that TSA does not consistently conduct criminal and credit background checks on new and existing employees.”

Soule’s response: “TSA routinely advertises for job openings through a variety of avenues ranging from traditional print advertisements to more creative ways to reach a wide audience.”

It’s okay to have pizza eaters checking baggage, but the public wouldn’t feel the same way about convicted thieves and terrorists. But there’s no need to worry about that. According to Soule, “all security officers undergo a thorough criminal background check.”

To: Soule, Greg; Nicholson, David ; Rossides, Gale; Pistole, John; (b)(6) Fletcher, Kenneth; Byrne, Sean; Cipicchio, Domenico; Goldman, Howard <TSA Exec Ofc>; (b)(6) Houston, Scott; (b)(6) Hearing, Peter; (b)(6)

Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren; Riley, J. Kawika; Lambert, Kim
Subject: RE: Tight Deadline 30 min - Washington Post - Mica report

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Sent: Tuesday, November 22, 2011 5:44 PM
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Cc: (b)(6)
Subject: Re: Tight Deadline 30 min - Washington Post - Mica report

Follow up Q from WaPo. Every TSO receives a background check prior to employment, right? Do they receive a credit check as well?

Greg Soule
TSA Public Affairs

(b)(6)
Cell: 202-580 (b)(6)

From: Nicholson, David
To: Soule, Greg; Rossides, Gale; Pistole, (b)(6) (b)(6) Fletcher, Kenneth; Byrne, Sean; Cipicchio, Domenico; Goldman, Howard <TSA Exec Ofc>; (b)(6) Houston, Scott; 'Johnson, Scott T' (b)(6) Hearing, Peter; 'Grade, Deborah C' (b)(6) Hutchinson, Kimberly
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren; Riley, J. Kawika
Sent: Tue Nov 22 16:51:37 2011
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a total of more than \$2.4 billion, at a rate of more than \$17,500 per hire. More employees have left TSA than are currently employed at the agency.

On average, there are 30 TSA administrative personnel—21 administrative field staff and nine headquarters staff—for each of the 457 airports where TSA operates.

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

From: Rossides, Gale
Sent: Tuesday, November 22, 2011 3:26 PM
To: Soule, Greg; Pistole, John; (b)(6) Fletcher, Kenneth; Nicholson, David ; Byrne, Sean; Cipicchio, Domenico; Goldman, Howard <TSA Exec Ofc> (b)(6) Houston, Scott; Johnson, Scott T; Hearing, Peter; Grade, Deborah C; Hutchinson, Kimberly
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren; Riley, J. Kawika
Subject: RE: Tight Deadline 30 min - Washington Post - Mica report

(b)(5)

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In the interest of time and ensuring we are included in his piece, I would like to send the responses in red in the next 30 min. If we can get answers to the Qs in blue, then I can send those to him later.

Thank you

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

From: Joe Davidson (b)(6)
To: (b)(6)
Sent: Tue Nov 22 14:10:44 2011
Subject: Washington Post deadline question re: Mica report

Hi, Greg,

For my Federal Diary column that will be published online later today and in the print editions of tomorrow's Washington Post, I'm focusing on the personnel aspects of the TSA report issued last week by Reps. Mica and Issa. You commented on that report in a story by my colleague Ashley Halsey.

I would like to get TSA comment on the following points made in the report. It says:

Almost all western countries have evolved their airport screening systems to meet current aviation threats through federal oversight of private contract screeners. The U.S. must also evolve to provide the most effective transportation security system at the most reasonable cost to the taxpayer.

As part of an overall agency review, Administrator Pistole examined the contractor screening program and decided to continue privatized screening operations at the current 16 airports. These airports will continue to be regulated by TSA and be required to meet our high security standards. Administrator Pistole made the decision not to expand the privatized screening program beyond the 16 airports currently participating unless there are clear and substantial advantages to do so. This decision aligns with his vision of the agency as a federal counterterrorism network that continues to evolve to keep the traveling public safe.

GAO re-affirmed TSA's costing methodology which found the private sector to be slightly more expensive than TSA. The cost difference between federal and private screening varies on the individual contracts. Currently, private screening contracts on average cost the government 3 to 9 percent more than a federalized work force.

The performance of TSA officers and private screeners at the 16 SPP airports is comparable.

With more than 65,000 employees, TSA is larger than the Departments of Labor, Energy, Education, Housing and Urban Development, and State, combined. TSA is a top-heavy bureaucracy with 3,986 headquarters personnel and 9,656 administrative staff in the field.

TSA's Washington-based headquarters staff represent a small fraction of its nationwide workforce – less than 4 percent. These individuals support a larger frontline workforce who screens 1.8 million passengers each day at more than 450 airports nationwide. Further TSA included in TSA headquarters are intelligence personnel, global operations personnel, covert testing, personnel security and numerous other specialties directly supporting field operations. The so-called administrative staff in the field include frontline supervisors on watch all shifts 24 hours each day to conduct screening and security operations.

Since 2001, TSA staff has grown from 16,500 to over 65,000, a near-400% increase. In the same amount of time, total passenger enplanements in the U.S. have increased less than 12%.

TSA has reduced the size of its frontline workforce since the end of our first-year rollout,

from roughly 59,000 in 2002 to under 52,000 today. Prior to the creation of TSA, a small private screening operation (16,500) was in place that did not screen checked baggage. After the inception of TSA, we began screening 100 percent of checked baggage and added many more layers of security to keep the traveling public safe.

TSA's screener workforce today is smaller than it was in 2002, its first year of operations. In 2005, TSA had 45,000 full time equivalents devoted to basic checkpoint and baggage screening. The equivalent number of FTE devoted to those tasks today is approximately 37,000. TSA has converted FTE to enhanced security and additional security layers such as bomb appraisal officers, travel document checkers, behavior detection officers and targeted security flexible operations operation.

Off the record –

TSA was created in Nov. 2001 and didn't start screening until 2002. Comparing our numbers from 2001 to 2002 is apples and oranges.

Since 2002, TSA procured six contracts to hire and train more than 137,000 staff, for a total of more than \$2.4 billion, at a rate of more than \$17,500 per hire. More employees have left TSA than are currently employed at the agency.

On average, there are 30 TSA administrative personnel—21 administrative field staff and nine headquarters staff—for each of the 457 airports where TSA operates.

Attrition—A 2008 investigation by the DHS OIG found that TSA suffers from low employee morale, resulting in a 17% voluntary attrition rate.¹⁹ TSA's inability to retain its workforce compounds its already astronomical training costs. Private screening contractors conduct security screening more efficiently and train their screeners to TSA standards at a lower cost.²⁰ At San Francisco International Airport (SFO), the cost to train a private screener to TSA standards is \$6,222, more than \$11,000 less, per screener, than their federal counterparts.

TSA's attrition is at an all-time low and is now lower than average private sector attrition in the transportation sector.

Airport private screener turnover was over 10 times higher before TSA. Prior to 9/11, airport security screeners averaged three months on the job. By comparison, more than 50 percent of TSA officers have been with TSA for more than five years.

Recruiting and Hiring—Despite TSA's claims that it operates as an intelligent risk-based organization, TSA advertised for employment at the Washington Reagan National Airport on pizza boxes and on advertisements above pumps at discount gas stations in the D.C. area.²² It has also been reported to the Committee on Transportation and Infrastructure on multiple occasions that TSA does not consistently conduct criminal and credit background checks on new and existing employees. The failure to implement an intelligent hiring strategy, combined with the lack of background investigations, has resulted in high termination rates and employee turnover.

To reach a broad pool of possible job applicants, TSA routinely advertises for job openings

through a variety of avenues ranging from traditional print advertisements to more creative ways to reach a wide audience.

Thank you.

Best,
Joe

Joe Davidson
The Washington Post
1150 15th Street, NW
Washington, DC 20071
202.334.(b)(6) -- work

(b)(6) - cell

(b)(6)

From: [Cipicchio, Domenico](#)
To: [Hutchinson, Kimberly](#); [Soule, Greg](#); [Nicholson, David](#); [Rossides, Gale](#); [Pistole, John](#); (b)(6)
[Fletcher, Kenneth](#); [Byrne, Sean](#); [Goldman, Howard <TSA Exec Ofc>](#); (b)(6) [Houston](#),
[Scott](#); (b)(6) [Hearding, Peter](#); (b)(6)
Cc: [Lee, Kristin](#); [Payne, Sterling](#); [Gaches, Lauren](#); [Riley, J. Kawika](#); [Lambert, Kim](#)
Subject: RE: Tight Deadline 30 min - Washington Post - Mica report
Date: Tuesday, November 22, 2011 6:27:48 PM

(b)(5)

From: Hutchinson, Kimberly
Sent: Tuesday, November 22, 2011 5:51 PM
To: Soule, Greg; Nicholson, David ; Rossides, Gale; Pistole, John (b)(6) Fletcher, Kenneth; Byrne, Sean; Cipicchio, Domenico; Goldman, Howard <TSA Exec Ofc>; (b)(6) Houston, Scott; (b)(6) Hearing, Peter; (b)(6)
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Follow up Q from WaPo. Every TSO recieves a background check prior to employment, right? Do they receive a credit check as well?

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TSA Public Affairs
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Cell (b)(6)

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Transportation Security Administration

U.S. Department of Homeland Security

Public Affairs

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Since 2002, TSA procured six contracts to hire and train more than 137,000 staff, for a total of more than \$2.4 billion, at a rate of more than \$17,500 per hire. More employees have left TSA than are currently employed at the agency.

On average, there are 30 TSA administrative personnel—21 administrative field staff and nine headquarters staff—for each of the 457 airports where TSA operates.

Attrition—A 2008 investigation by the DHS OIG found that TSA suffers from low employee morale, resulting in a 17% voluntary attrition rate.¹⁹ TSA's inability to retain its workforce compounds its already astronomical training costs. Private screening contractors conduct security screening more efficiently and train their screeners to TSA standards at a lower cost.²⁰ At San Francisco International Airport (SFO), the cost to train a private screener to TSA standards is \$6,222, more than \$11,000 less, per screener, than their federal counterparts.

TSA's attrition is at an all-time low and is now lower than average private sector attrition in the transportation sector.

Airport private screener turnover was over 10 times higher before TSA. Prior to 9/11, airport security screeners averaged three months on the job. By comparison, more than 50 percent of TSA officers have been with TSA for more than five years.

Recruiting and Hiring—Despite TSA's claims that it operates as an intelligent risk-based organization, TSA advertised for employment at the Washington Reagan National Airport on pizza boxes and on advertisements above pumps at discount gas stations in the D.C. area.²² It has also been reported to the Committee on Transportation and Infrastructure on multiple occasions that TSA does not consistently conduct criminal and credit background checks on new and existing employees. The failure to implement an intelligent hiring strategy, combined with the lack of background investigations, has resulted in high termination rates and employee turnover.

To reach a broad pool of possible job applicants, TSA routinely advertises for job openings through a variety of avenues ranging from traditional print advertisements to more creative ways to reach a wide audience.

Thank you.

Best,
Joe

Joe Davidson
The Washington Post
1150 15th Street, NW
Washington, DC 20071
202.334.(b)(6) -- work
(b)(6) -- cell

(b)(6)

From: [Goldman, Howard <TSA Exec Ofc>](#)
To: [Pistole, John](#)
Subject: Re: (b)(6)
Date: Friday, November 18, 2011 7:42:12 AM

Wish I had! :) Nothing new although he didn't harp on his constant theme of privatizing screening operations.

Howard

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

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

From: Pistole, John
To: Goldman, Howard <TSA Exec Ofc>
Sent: Fri Nov 18 07:40:06 2011
Subject: Re: (b)(6)

Sorry I missed it....

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

From: Goldman, Howard <TSA Exec Ofc>
To: Pistole, John
Sent: Fri Nov 18 07:37:32 2011
Subject: Re: (b)(6)

The pain got worse - watching Mica on local Fox news! Although he started of calling us 'FAA' several times!

Howard

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

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

From: Pistole, John
To: Goldman, Howard <TSA Exec Ofc>
Sent: Fri Nov 18 07:27:07 2011
Subject: Re: (b)(6)

Good idea...be well.

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

From: Goldman, Howard <TSA Exec Ofc>
To: Pistole, John; Rossides, Gale (b)(6)
Cc: Brand, Hilary; Fletcher, Kenneth; LeBoeuf, Jon; Smith, Rebecca A.; Done, Ryan K.; Bajwa, Neeta; Nykamp, Nancy
Sent: Fri Nov 18 07:08:57 2011
Subject: (b)(6)

(b)(6)

Howard

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

From: [Hearding, Peter](#)
To: [Pistole, John; Goldman, Howard <TSA Exec Ofc>](#) (b)(6)
Cc: (b)(6) [Nicholson, David](#); (b)(6)
Subject: Re: OLA Update, 11/16
Date: Wednesday, November 16, 2011 8:38:45 PM

Completely agree, that is...

From: Hearinging, Peter
To: Pistole, John; Goldman, Howard <TSA Exec Ofc> (b)(6)
Cc: (b)(6) Nicholson, David (b)(6)
Sent: Wed Nov 16 20:35:08 2011
Subject: Re: OLA Update, 11/16

I completely - but I think the variable here is whether they change the hearing topic.

(b)(5)

From: Pistole, John
To: Goldman, Howard <TSA Exec Ofc>; Hearinging, Peter; (b)(6)
Cc: (b)(6) Nicholson, David (b)(6)
Sent: Wed Nov 16 18:28:02 2011
Subject: Re: OLA Update, 11/16

Agreed....

From: Goldman, Howard <TSA Exec Ofc>
To: Pistole, John; Hearinging, Peter; (b)(6)
Cc: (b)(6) Nicholson, David (b)(6)
Sent: Wed Nov 16 18:17:27 2011
Subject: RE: OLA Update, 11/16

(b)(5)

Howard

Howard Goldman
Senior Counselor
Office of the Administrator
Transportation Security Administration

571-227-(b)(6) (O)
(b)(6) (C)
571-227-1398 (Fax)

From: Pistole, John [mailto:(b)(6)]
Sent: Wednesday, November 16, 2011 5:57 PM
To: Hearing, Peter; (b)(6)
Cc: (b)(6); Nicholson, David; (b)(6)
Subject: Re: OLA Update, 11/16

Tks Pete, interesting on the hrg topic...whatever's needed.

From: Hearing, Peter (b)(6)
To: Pistole, John (b)(6)
Cc: (b)(6); Nicholson, David; (b)(6)
<(b)(6)>
Sent: Wed Nov 16 17:44:26 2011
Subject: OLA Update, 11/16

AIT

Today, along w IG Edwards, we briefed Rep. Mike Rogers (R-AL) and Rob Aderholt (R-AL) – who attended at the request of Rogers – on the IG AIT report. Rogers raised the same concerns outlined in the letter he wrote with Chairman Peter King (R-NY) regarding detection capabilities (Nelson Peacock previously referenced this letter). These members seem to be headed in a different direction that King and are strongly focused on the capabilities of the technology and the tenor of today's meeting wasn't great.

Late this afternoon, things have continued to shift – Rogers' staff called and indicated they're now interested in changing the 12/8 hearing topic from SPP to a classified (at TS/SCI) hearing on covert testing. They'd like to invite additional witnesses (S&T, I&A and OIG were who they named). We're checking in with Peter King's staff to see where they stand on this potential change in hearing topic.

We'll see how this shakes out tomorrow – but I think the direction of the hearing impacts what we should do on Friday in terms of briefing the subcommittee members with OIG. It may be worth having you brief on Friday; happy to discuss further as we get a better handle on what the committee is doing.

Mica Report/Press Conference on TSA

Rep. John Mica (R-FL) and Rep. Paul Broun (R-GA) held a press conference at DCA to discuss the Transportation and Infrastructure (T&I) committee report on TSA. As discussed in earlier emails, not a lot of "new" information; during the press conference itself, Mr Mica commented on:

- complaining about TSA job announcements/advertising (why on pizza boxes and at gas stations?)
- TSA should pay TSOs more and train them better
- TSA has not made us safer, passengers have made the skies safer.
- Assessor is a joke

Rep. Broun's major points:

-Frustrated that TSA won't talk to him or his staff (we've offered to brief him personally numerous times on behavior detection – he has not ever accepted. He remains unhappy with our jurisdictional posture and decision not to appear at a Science Committee hearing on the subject back in April)

-SPOT program does not go far enough.

-3.1.1 rule is arbitrary

Best,

Pete

Peter Hearing

Transportation Security Administration

Office of Legislative Affairs

571-227-(b)(6)

From: [Goldman, Howard <TSA Exec Ofc>](#)
To: [Pistole, John](#); [Rossides, Gale](#); [Nicholson, David](#)
Cc: [Hearding, Peter](#); [Wasowicz, John <TSA OCC>](#); ["Harris, Renee <TSA OCC>"](#); [Kerner, Francine](#); [Fletcher, Kenneth](#); [Berumen, Paul](#); [Lee, Kristin](#); [Soule, Greg](#); [Nykamp, Nancy](#); [Done, Ryan K.](#); [Bajwa, Neeta](#); [Fletcher, Kenneth](#)
Subject: FW: Chairman Mica Report, "A Decade Later: A Call for TSA Reform."
Date: Wednesday, November 16, 2011 5:39:24 PM

All – Renee Harris in OCC has culled out an easily digestible summary of key points in the Mica report that may help you, given the length of the report and difficulty you may have in reading it, particularly on BB.

Howard

Howard Goldman
Senior Counselor
Office of the Administrator
Transportation Security Administration
571-227-(b)(6) (O)
(b)(6) (C)
571-227-1398 (Fax)

The Committees on Transportation and Infrastructure and Oversight and Government Reform of the House of Representatives make the following recommendations:

1. **TSA must act with greater independence from the DHS bureaucracy.** Terrorists constantly evolve their methods, and TSA must have similar flexibility to respond quickly and appropriately to any intelligence it receives. Without this ability, TSA will continue to be a solely reactive and ineffective agency that cannot ensure the security of U.S. travelers.
2. **The TSA Administrator's stature must be elevated.** The constant turnover and long vacancy of this vital position has caused great disruption at TSA. With each new Administrator, there have been repeated changes in vision and direction of the agency. In order for TSA to be an effective and successful agency, it must have stable leadership that can make both short- and long-term plans for improving the agency and providing effective and cost efficient aviation and transportation security. The TSA Administrator must be a priority appointment for the President, along with other agency heads and Cabinet-level Secretaries, and the length of the term of the TSA Administrator's appointment and compensation should be reexamined.
3. **TSA must function as a federal regulator, analyzing intelligence, setting screening and security standards and protocols based on risk, auditing passenger and baggage screening operations, and enforcing national screening standards.** TSA needs to evolve out of the human resources business and focus on analyzing and disseminating intelligence information, developing a regulatory structure to secure the critical interests of the U.S. transportation sector, and enforcing these regulations to maintain a standardized set of practices throughout the country.
4. **TSA should expand and revise the Screening Partnership Program so that more airport authorities can transition airport screening operations to private contractors under federal supervision.** Instead of vesting all discretion with TSA to approve airport opt-out applications, the TSA Administrator should pre-qualify private screening companies that are capable of providing

effective passenger and baggage screening services. Then, when an airport makes the decision to apply to the Screening Partnership Program, TSA can select from the pre-qualified contractors.

5. The TSA Administrator must set performance standards for passenger and baggage screening operations based on risk analysis and common sense. Detailed, specific, articulated metrics by which TSA will measure screening performance are critical to effective airport security operations. Without a clear list of standards, TSA will not be able to adequately measure and systematically improve screener performance.

6. The number of TSA administrative personnel must be dramatically reduced. TSA's massive bureaucracy must be streamlined so that TSA can focus on analyzing intelligence and setting risk-based security standards without being bogged down by managing its bloated administration.

7. The number of TSA personnel stationed abroad and the number of TSA personnel that oversee key international departure points with direct flights into the United States and are engaged with other governments and organizations must be adjusted in order to effectively respond to the international threat to the U.S. transportation network. Most of the terrorist attempts against the U.S. in the last 10 years have originated with foreign nationals or were developed by those in other countries, and TSA must adapt to this threat and deploy its resources accordingly.

8. TSA should require that the screening of all passengers and baggage on in-bound flights is equivalent to U.S. domestic screening standards. Rescreening passengers after an international flight lands in the U.S. does not avert the risk to U.S. citizens, while en route to the U.S.

9. TSA must develop an expedited screening program using biometric credentials that would allow TSA to positively identify trusted passengers and crew members so that the agency can prioritize its screening resources based on risk. TSA will never be able to function as a truly risk-based organization until the agency can differentiate between passengers based on levels of risk.

10. TSA performance results should be made public after 24 months or when deemed appropriate for security purposes, so that passengers can know the level of security they receive. Public reporting of performance evaluations provides transparency and will incentivize TSA to operate at the highest standards.

11. A qualified outside organization must conduct a comprehensive, independent study of TSA's management, operations, and technical capabilities, and make recommendations to increase TSA's efficacy and its ability to better analyze intelligence and set risk-based, common sense security standards. In conducting the study, the organization should consult with Congress, the TSA Administrator, TSA employees, aviation passengers, airport operators, and other representatives of the transportation industry. Finally, the TSA Administrator should review the organization's report and implement the recommended reforms.

From: [Raynor, Valerie A.](#)
To: [Nicholson, David](#); [Soule, Greg](#); [Rossides, Gale](#); [Pistole, John](#); (b)(6);
(b)(6); [Houston, Scott](#); [Johnson, Scott T](#); [Kane, Robin E](#); [Sanders, John P <TSA OST>](#);
[Berumen, Paul](#); [Fletcher, Kenneth](#); [Goldman, Howard <TSA Exec Ofc>](#); [Hearding, Peter](#); [Beck, Carol](#);
(b)(6); [Rosenbaum, David](#)
Cc: [Lee, Kristin](#); [Payne, Sterling](#); [Gaches, Lauren](#); [Biley, J. Kawika](#); [Merritt, Marianna](#); [Wheeler, Brian <TSA-CFO>](#);
[Shelton Waters, Karen](#)
Subject: RE: Updated Mica Response - Deadline 3 p.m.
Date: Wednesday, November 16, 2011 5:09:39 PM

Dave,

This was a response we did for OMB regarding the potential screener cap that we think would work to address your comment:

The Administration, in partnership with Congress has made impressive gains by installing labor-saving, improved technology for passenger and baggage screening, especially in-line baggage systems. TSA has also benefitted from process changes, risk-based adjustments to the prohibited items list, and redesigning screening procedures.

In 2005, TSA had 45,000 FTE, working a less capable technology suite and design, devoted to basic screening of passengers and checked baggage.

By FY10 that number dropped to under 37,000 FTE, and they were using more capable security technology.

In FY10, over five years, those resources were reinvested and combined with congressional budget enhancements to implement new security programs to address vulnerabilities, and concurrently create career ladders within a redesigned workforce. We created:

	<u>FTE</u>
Travel Document Checker (TDC)	2,001
Target Random Security Plays	1,654
Behavior Detection Officers (BDO)	2,986
Bomb Appraisal Officers (BAO)	352
TOTAL	6,993

Of the 6,993 only 2,353 were additional funded FTE by congress. (Other FTE reductions supported the creation of career positions requiring greater skills.)

From: Nicholson, David
Sent: Wednesday, November 16, 2011 4:21 PM
To: [Soule, Greg](#); [Rossides, Gale](#); [Pistole, John](#); (b)(6);
[Houston, Scott](#); [Johnson, Scott T](#); [Kane, Robin E](#); [Sanders, John P <TSA OST>](#); [Berumen, Paul](#);
[Fletcher, Kenneth](#); [Goldman, Howard <TSA Exec Ofc>](#); [Hearding, Peter](#); [Beck, Carol](#);
(b)(6); [Rosenbaum, David](#)

Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren; Riley, J. Kawika; Merritt, Marianna; Raynor, Valerie A. ; Wheeler, Brian <TSA-CFO>; Shelton Waters, Karen
Subject: Re: Updated Mica Response - Deadline 3 p.m.

In the past we had other q&a (looping Valerie and Brian & Marianna in) that may be helpful. For TSOs, back in 2005 we had about 45,000 FTE devoted to certain aspects of baggage and checkpoint screening. Today the comparable number is 37,000. We have redirected savings in process changes, protocol and technology deployments to new layers of security such as bomb appraisal officers, travel doc checkers, behaviour detection officers and random security checks, and supporting. More effective and efficient security force, focused on preventing terrorist attacks and especially stopping explosive materials, including metallic and non-metallic explosives secreted on a person.

We have also commented on field supervisors noting these are a combination of shift supervisors on security watches and needed operational support staff at airports, etc.

If we are talking about HQ buildings in DC we have about 2400

From: Soule, Greg
To: Rossides, Gale; Pistole, John; (b)(6)
(b)(6) Nicholson, David ; Houston, Scott; Johnson, Scott T; Kane, Robin E; Sanders, John P <TSA OST>; Berumen, Paul; Fletcher, Kenneth; Goldman, Howard <TSA Exec Ofc>; Hearing, Peter; Beck, Carol; 'Blackwell, Tomeika'
(b)(6) Rosenbaum, David
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren; Riley, J. Kawika
Sent: Wed Nov 16 15:56:34 2011
Subject: RE: Updated Mica Response - Deadline 3 p.m.

Much of this has been approved in the past. These are the types of Qs we are getting and the responses we recommend.

TSA Bureaucracy

Q. Rep. Mica's report states that TSA is a HQ-heavy bureaucracy. How does TSA's DC-based workforce compare to the federal workforce as a whole?

A. TSA's Washington-based headquarters staff represent a small fraction of its nationwide workforce – less than 4 percent. These individuals support a larger frontline workforce who screens 1.8 million passengers each day at 450 airports nationwide.

Q. How does TSA respond to Rep. Mica's claims that TSA has grown into an out of control bureaucracy, increasing from 16,500 to 62,500 employees?

A. TSA has reduced the size of its frontline workforce since the end of our first-year rollout, from roughly 56,000 in 2002 to under 52,000 today.

Off the record – 2001 is an apples to oranges comparison. We were formed Nov. 2001 and just started hiring people.

Behavior Detection

Q. Rep. Mica's report claims that TSA's behavioral detection program lacks scientific validation, and is a wasteful operation that has not achieved results. Is this true?

- A. TSA behavior detection program is based on scientifically proven methods and are used by law enforcement and security agencies' worldwide. A recent DHS S&T study found that behavior analysis is significantly more effective than random screening in identifying high-risk travelers.

TSA has deployed approximately 2,800 Behavior Detection Officers at more than 160 airports across the country. The behavior detection program has lead to more than 2,200 arrests at airports from the observation of anomalous behaviors.

TSA is piloting an expanded behavior detection program in which specialized behavioral analysis techniques will be used to determine if a traveler should be referred for additional screening at the checkpoint. The vast majority of passengers at the pilot checkpoints will experience a "casual greeting" conversation with a Behavior Detection Officer as they go through identity verification. This enhanced interaction is used by security agencies worldwide and will enable officers to better verify or dispel suspicious behavior and anomalies.

TSO Attrition

Q. Is it correct that TSA has not improved turnover?

- A. TSA's attrition is at an all-time low. In fact, it is now lower than average private sector attrition in the transportation sector.

Airport screener turnover was over 10 times higher before TSA. Prior to 9/11, airport security screeners averaged three months on the job. By comparison, more than 50 percent of TSA officers have been with TSA for more than five years.

Privatized Screening

Q. Why has TSA eliminated the Screening Partnership Program that was included in the legislation that created the agency in the aftermath of September 11, 2001?

- A. TSA continues to operate the Screening Partnership Program at 16 airports across the nation.

Shortly after beginning at TSA, Administrator Pistole directed a full review of TSA policies with the goal of helping the agency evolve into a more agile, high-performing organization that can meet the security threats of today and the future. As part of that review, he examined the contractor screening program and decided not to expand the program beyond the current 16 airports as he does not see any clear or substantial advantage to do so at this time. Airport are welcome to apply and demonstrate a clear security or cost saving advantage to privatizing screening.

The performance of TSA officers and private screeners at the 16 SPP airports is comparable.

It is important that TSA retains its ability to operate as a flexible nationwide security network. TSA's ability to push out intelligence information to our frontline workforce and quickly change procedures based on threat and intelligence is paramount to effective security. Further expansion of privatized screening will increase the complexity of this process.

GAO re-affirmed TSA's costing methodology which found the private sector to be slightly more expensive than TSA. The cost difference between federal and private screening varies on the individual contracts. Currently, private screening contracts on average cost the government 3 to 9 percent more than a federalized work force.

Q. Is it true that private airport screeners would be most cost-effective than TSA?

A. In a recent study, the Government Accountability Office found that on average, private airport contractors are more expensive than TSA's workforce.

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

From: Soule, Greg
Sent: Wednesday, November 16, 2011 2:50 PM
To: Rossides, Gale; Pistole, John; (b)(6) Nicholson, David
; Houston, Scott; Johnson, Scott T; Kane, Robin E; Sanders, John P <TSA OST>; Berumen, Paul;
Fletcher, Kenneth; Goldman, Howard <TSA Exec Ofc>; Hearing, Peter; Beck, Carol; 'Blackwell,
Tomeika'; Rosenbaum, David
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren
Subject: Updated Mica Response - Deadline 3 p.m.

DHS OPA asked we beef it up a bit and add the line defending the workforce against his attacks. It is currently with the DHS FO for review.

STATEMENT:

It is unfortunate that the Congressman consistently recycles the same old data to launch malicious attacks against the dedicated men and women of TSA on the front lines of our nation's counterterrorism effort.

There is no doubt that America's aviation system is safer, stronger, and more secure than ever. In the past decade, TSA established a highly trained federal workforce that has safely screened over 5 billion passengers and established a national standard of security from curb to cockpit. Every day we see the effectiveness of these measures. Notably, TSA prevents 4-5 guns per day from being carried on passenger aircraft.

As part of our continued evolution, TSA recently implemented several risk-based security measures designed to maintain a high level of security, while improving the overall travel experience, whenever possible. These include, changes to screening procedures of passengers 12 and under allowing them to keep their shoes on and reducing pat downs, adding enhanced privacy software to more than half of our advanced imaging technology units, and beginning the TSA Pre✓™ pilot, an initiative that involves prescreening eligible passengers to potentially expedite their physical screening. Each of these initiatives moves us away from a one-size fits all approach and enhances our ability to provide the most effective security in

the most efficient way possible.

(b)(5)

HuffPo: John Mica Has No Legal Power Over TSA, But Pushes The Jurisdictional Boundaries:
http://www.huffingtonpost.com/2011/10/29/john-mica-tsa_n_1064438.html

FOX News: Congressman Seeks to Ditch TSA for Private Firms, Some of Them Campaign Donors: <http://www.foxnews.com/us/2010/11/19/airports-consider-congressmans-ditch-tsa>

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

From: Soule, Greg
Sent: Wednesday, November 16, 2011 2:13 PM
To: Rossides, Gale; Pistole, John (b)(6) Nicholson, David
; Houston, Scott; Johnson, Scott T; Kane, Robin E; Sanders, John P <TSA OST>; Berumen, Paul;
Fletcher, Kenneth; Goldman, Howard <TSA Exec Ofc>
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren
Subject: Mica Response - Deadline 3 p.m.

We have quite a few inquires piling up requesting a general response to his report. Most reporters agree there is nothing new and we are working them hard off the record.

Below is a general response that we would like to provide by 3 p.m.

STATEMENT:

“There is no doubt that America’s aviation system is safer, stronger, and more secure than ever. In the past decade, TSA established a highly trained federal workforce that has safely screened over 5 billion passengers, detected roughly 50 million prohibited items, and established a national standard of security from curb to cockpit.

As part of our continued evolution, TSA recently implemented several risk-based security

measures designed to maintain a high level of security, while improving the overall travel experience, whenever possible. These include, changing screening procedures to allow children to keep their shoes on and reduce pat-downs of passengers 12 and under, adding enhanced privacy software to more than half of our advanced imaging technology units, and beginning the TSA Pre✓™ pilot, an initiative that involves prescreening eligible passengers to potentially expedite their physical screening. Each of these initiatives moves us away from a one-size fits all approach and enhances our ability to become a high-performance national counterterrorism agency.”

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

From: [Soule, Greg](#)
To: [Rossides, Gale](#); [Pistole, John](#) (b)(6); [Nicholson, David](#); [Houston, Scott](#); [Johnson, Scott T](#); [Kane, Robin E](#); [Sanders, John P <TSA OST>](#); [Berumen, Paul](#); [Fletcher, Kenneth](#); [Goldman, Howard <TSA Exec Ofc>](#); [Hearding, Peter](#); [Beck, Carol](#); (b)(6)
[Rosenbaum, David](#)
Cc: [Lee, Kristin](#); [Payne, Sterling](#); [Gaches, Lauren](#); [Biley, J. Kawika](#)
Subject: Final Mica Response
Date: Wednesday, November 16, 2011 5:02:39 PM

Final version approved by DHS and TSA front offices. I will have an updated Q&A shortly. Thanks all.

Statement

At a time when our country's aviation system is safer, stronger, and more secure than it was 10 years ago, this report is an unfortunate disservice to the dedicated men and women of TSA who are on the frontlines every day protecting the traveling public.

We know from incidents such as the Christmas Day, 2009 attempted bombing of Northwest flight # 253 and the 2010 plot to detonate explosives in cargo on planes that terrorists continue to target the aviation sector. In the past decade, TSA has developed a highly trained federal workforce that has safely screened over 5 billion passengers and established a multi-layered security system reaching from curb to cockpit. Every day we see the effectiveness of these security measures with TSA officers preventing more than a 1,100 guns from being brought onto passenger aircraft this year alone.

As part of our continued evolution, TSA recently implemented several risk-based security measures designed to maintain a high level of security, while improving the overall travel experience, whenever possible. These include adding enhanced privacy software to our advanced imaging technology units, launching the TSA Pre✓™ pilot, an initiative that prescreens eligible passengers to potentially expedite their physical screening and modifying screening procedures for children. Each of these initiatives moves us away from a one-size fits all approach and enhances our ability to provide the most effective security, focusing on those who present the highest risk, in the most efficient way possible.

OFF the Record:

News reports, ranging from FOX to the Huffington Post, have noted issues regarding Rep. Mica's attacks on TSA, from his connections to private screening security firms, to the fact that his Committee does not have jurisdiction over the agency.

While some have reported that Rep. Mica created TSA, he was not the sponsor of the legislation that authorized the founding of the agency. The legislation that became the Aviation Transportation and Security Act (PL 107-71) was sponsored by Sen. Earnest Hollings, and cosponsored by nearly a third of the Senate. Rep. Mica was one of 30 Congressmen who cosponsored a companion bill, H.R. 3150. While it is accurate to say that Rep. Mica played a role in passage of ATSA, calling him TSA's sole creator is questionable.

HuffPo: John Mica Has No Legal Power Over TSA, But Pushes The Jurisdictional Boundaries:
http://www.huffingtonpost.com/2011/10/29/john-mica-tsa_n_1064438.html

FOX News: Congressman Seeks to Ditch TSA for Private Firms, Some of Them Campaign Donors: <http://www.foxnews.com/us/2010/11/19/airports-consider-congressmans-ditch-tsa>

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

From: Rossides, Gale
Sent: Wednesday, November 16, 2011 4:01 PM
To: Soule, Greg; Pistole, John (b)(6) Nicholson, David ;
Houston, Scott; Johnson, Scott T; Kane, Robin E; Sanders, John P <TSA OST>; Berumen, Paul;
Fletcher, Kenneth; Goldman, Howard <TSA Exec Ofc>; Hearing, Peter; Beck, Carol;
(b)(6) Rosenbaum, David
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren; Riley, J. Kawika
Subject: Re: Updated Mica Response - Deadline 3 p.m.

Pls hold til I can speak with you!
Gale

From: Soule, Greg
To: Rossides, Gale; Pistole, John (b)(6) Nicholson, David ; Houston, Scott; Johnson,
(b)(6) Scott T; Kane, Robin E; Sanders, John P <TSA OST>; Berumen, Paul; Fletcher, Kenneth; Goldman,
Howard <TSA Exec Ofc>; Hearing, Peter; Beck, Carol; 'Blackwell, Tomeika'
(b)(6) Rosenbaum, David
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren; Riley, J. Kawika
Sent: Wed Nov 16 15:56:34 2011
Subject: RE: Updated Mica Response - Deadline 3 p.m.

Much of this has been approved in the past. These are the types of Qs we are getting and the responses we recommend.

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A. TSA behavior detection program is based on scientifically proven methods and are used by law enforcement and security agencies' worldwide. A recent DHS S&T study found that behavior analysis is significantly more effective than random screening in identifying high-risk travelers.

TSA has deployed approximately 2,800 Behavior Detection Officers at more than 160 airports across the country. The behavior detection program has lead to more than 2,200 arrests at airports from the observation of anomalous behaviors.

TSA is piloting an expanded behavior detection program in which specialized behavioral analysis techniques will be used to determine if a traveler should be referred for additional screening at the checkpoint. The vast majority of passengers at the pilot checkpoints will experience a "casual greeting" conversation with a Behavior Detection Officer as they go through identity verification. This enhanced interaction is used by security agencies worldwide and will enable officers to better verify or dispel suspicious behavior and anomalies.

TSO Attrition

Q. Is it correct that TSA has not improved turnover?

A. TSA's attrition is at an all-time low. In fact, it is now lower than average private sector attrition in the transportation sector.

Airport screener turnover was over 10 times higher before TSA. Prior to 9/11, airport security screeners averaged three months on the job. By comparison, more than 50 percent of TSA officers have been with TSA for more than five years.

Privatized Screening

Q. Why has TSA eliminated the Screening Partnership Program that was included in the legislation that created the agency in the aftermath of September 11, 2001?

A. TSA continues to operate the Screening Partnership Program at 16 airports across the nation.

Shortly after beginning at TSA, Administrator Pistole directed a full review of TSA policies with the goal of helping the agency evolve into a more agile, high-performing organization that can meet the security threats of today and the future. As part of that review, he examined the contractor screening program and decided not to expand the program beyond the current 16 airports as he does not see any clear or substantial advantage to do so at this time. Airport are welcome to apply and demonstrate a clear security or cost saving advantage to privatizing screening.

The performance of TSA officers and private screeners at the 16 SPP airports is comparable.

It is important that TSA retains its ability to operate as a flexible nationwide security network. TSA's ability to push out intelligence information to our frontline workforce and

quickly change procedures based on threat and intelligence is paramount to effective security. Further expansion of privatized screening will increase the complexity of this process.

GAO re-affirmed TSA's costing methodology which found the private sector to be slightly more expensive than TSA. The cost difference between federal and private screening varies on the individual contracts. Currently, private screening contracts on average cost the government 3 to 9 percent more than a federalized work force.

Q. Is it true that private airport screeners would be most cost-effective than TSA?

A. In a recent study, the Government Accountability Office found that on average, private airport contractors are more expensive than TSA's workforce.

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

From: Soule, Greg
Sent: Wednesday, November 16, 2011 2:50 PM
To: Rossides, Gale; Pistole, John; (b)(6) Nicholson, David
; Houston, Scott; Johnson, Scott T; Kane, Robin E; Sanders, John P <TSA OST>; Berumen, Paul;
Fletcher, Kenneth; Goldman, Howard <TSA Exec Ofc>; Hearing, Peter; Beck, Carol; 'Blackwell,
Tomeika'; Rosenbaum, David
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren
Subject: Updated Mica Response - Deadline 3 p.m.

DHS OPA asked we beef it up a bit and add the line defending the workforce against his attacks. It is currently with the DHS FO for review.

STATEMENT:

It is unfortunate that the Congressman consistently recycles the same old data to launch malicious attacks against the dedicated men and women of TSA on the front lines of our nation's counterterrorism effort.

There is no doubt that America's aviation system is safer, stronger, and more secure than ever. In the past decade, TSA established a highly trained federal workforce that has safely screened over 5 billion passengers and established a national standard of security from curb to cockpit. Every day we see the effectiveness of these measures. Notably, TSA prevents 4-5 guns per day from being carried on passenger aircraft.

As part of our continued evolution, TSA recently implemented several risk-based security measures designed to maintain a high level of security, while improving the overall travel experience, whenever possible. These include, changes to screening procedures of passengers 12 and under allowing them to keep their shoes on and reducing pat downs, adding enhanced

privacy software to more than half of our advanced imaging technology units, and beginning the TSA Pre✓™ pilot, an initiative that involves prescreening eligible passengers to potentially expedite their physical screening. Each of these initiatives moves us away from a one-size fits all approach and enhances our ability to provide the most effective security in the most efficient way possible.

(b)(5)

HuffPo: John Mica Has No Legal Power Over TSA, But Pushes The Jurisdictional Boundaries:
http://www.huffingtonpost.com/2011/10/29/john-mica-tsa_n_1064438.html

FOX News: Congressman Seeks to Ditch TSA for Private Firms, Some of Them Campaign Donors: <http://www.foxnews.com/us/2010/11/19/airports-consider-congressmans-ditch-tsa>

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

From: Soule, Greg
Sent: Wednesday, November 16, 2011 2:13 PM
To: Rossides, Gale; Pistole, John; (b)(6) Nicholson, David
; Houston, Scott; Johnson, Scott T; Kane, Robin E; Sanders, John P <TSA OST>; Berumen, Paul;
Fletcher, Kenneth; Goldman, Howard <TSA Exec Ofc>
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren
Subject: Mica Response - Deadline 3 p.m.

We have quite a few inquires piling up requesting a general response to his report. Most reporters agree there is nothing new and we are working them hard off the record.

Below is a general response that we would like to provide by 3 p.m.

STATEMENT:

“There is no doubt that America’s aviation system is safer, stronger, and more secure than ever. In

the past decade, TSA established a highly trained federal workforce that has safely screened over 5 billion passengers, detected roughly 50 million prohibited items, and established a national standard of security from curb to cockpit.

As part of our continued evolution, TSA recently implemented several risk-based security measures designed to maintain a high level of security, while improving the overall travel experience, whenever possible. These include, changing screening procedures to allow children to keep their shoes on and reduce pat-downs of passengers 12 and under, adding enhanced privacy software to more than half of our advanced imaging technology units, and beginning the TSA Pre✓™ pilot, an initiative that involves prescreening eligible passengers to potentially expedite their physical screening. Each of these initiatives moves us away from a one-size fits all approach and enhances our ability to become a high-performance national counterterrorism agency.”

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

From: [Hearding, Peter](#)
To: [Nicholson, David](#); [Pistole, John](#); (b)(6)
Cc: (b)(6); [Berumen, Paul](#); (b)(6); [Lee, Kristin](#); [Payne, Sterling](#); (b)(6); [Gaches, Lauren](#); [Riley, J. Kawika](#); [Wheeler, Brian <TSA-CFO>](#); (b)(6)
Subject: RE: Mica Report
Date: Wednesday, November 16, 2011 2:00:03 PM

(b)(5)

From: Nicholson, David
Sent: Wednesday, November 16, 2011 1:53 PM
To: [Hearding, Peter](#); [Pistole, John](#); (b)(6)
Cc: (b)(6); [Berumen, Paul](#); (b)(6); [Lee, Kristin](#); [Payne, Sterling](#); (b)(6); [Gaches, Lauren](#); [Riley, J. Kawika](#); [Wheeler, Brian <TSA-CFO>](#);
Subject: Re: Mica Report

Download size to read the pdf challenge my iPad (or me) so scanned on bberry.

General impression is -- this is it?! Much we have heard before. Much we have responded to previously and sufficient points made that we can point to in a way that allows us to simply note his views and move forward.

Actually the report seems stuck in 2005, misses the changes, of 2005 to 2009 -- focus on explosives. 2009 -2010 acceleration of planned programs and suicide bomber threat, checkpoint and suicide bomber, global, etc... (Without a perm Administrator) and where we have been going with RBS (which demands a valued, trained, well managed workforce) and several pilots initiated in fy11.

From: [Hearding, Peter](#)
To: [Pistole, John](#); (b)(6)
Cc: (b)(6); [Nicholson, David](#); [Berumen, Paul](#); (b)(6); [Schmidt, Chris](#); (b)(6); [McLaughlin, Chris](#); (b)(6); [Johnson, Scott T](#); (b)(6); [Houston, Scott](#); [Kane, Robin E](#); [Sanders, John P <TSA OST>](#); [Halfacre, Christine](#); (b)(6); [Lyne, Sean](#); [Savastana, Tony](#); [Kerner, Francine](#); [Wasowicz, John <TSA OCC>](#); [Lee, Kristin](#); [Payne, Sterling](#); [Soule, Greg](#); (b)(6); [Gaches, Lauren](#); [Riley, J. Kawika](#); [Cipicchio, Domenico](#)
Sent: Wed Nov 16 12:55:33 2011
Subject: FW: Mica Report

Sir –

Attached please find a copy of Rep. John Mica's (R-FL) staff report on TSA. Apologies for the large file size – we had to scan in a hard copy as the file isn't yet available online.

We'll work with the program offices and OPA on responding.

Best,
Pete

From: Rosenbaum, David
Sent: Wednesday, November 16, 2011 12:51 PM
To: Hearing, Peter
Subject: Mica Report

Pete,
Attached is Chairman Mica's report which was released this morning.

David Rosenbaum
Transportation Security Administration

(b)(6)

571-227-(b)(6) Direct
571-227-2717 Main Line

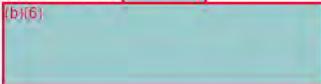
From: [Gaches, Lauren](#)
To: [Lee, Kristin](#); [Rossides, Gale](#); [Pistole, John](#); (b)(6); [Nicholson, David](#); [Hearding, Peter](#); [Berumen, Paul](#); [McLaughlin, Chris](#); [Sammon, John](#); [Kane, Robin E](#); [Byrne, Sean](#); [Dean, Lynn](#); [Schmidt, Chris](#); [Goldman, Howard](#) <TSA Exec Ofc>
Cc: [Payne, Sterling](#); [Simons, Michael](#); [Soule, Greg](#); [Riley, J. Kawika](#); [Jones, Beth](#); [Horowitz, Sarah](#); [Smith, Rebecca A.](#); [Robbins, Jordan](#); [Merritt, Marianna](#); [Szul, Andy](#)
Subject: RE: Tomorrow
Date: Wednesday, November 16, 2011 9:27:29 AM
Attachments: image002.png

All, thank you for making members of your teams available today to staff and/or assist the war room. We are asking folks who are planning to physically staff the room to be here by 10:30 this morning. If your group has a poc who will be our direct contact for the day, but is unable to staff the room, please let me know and we will keep them on speed dial for the day. We have identified representatives from CFO and OHC thus far.

We are located in E7-504N, thank you.

Lauren Gaches

Strategic Communications and Public Affairs
Transportation Security Administration
571-227-(b)(6)



From: Lee, Kristin
Sent: Tuesday, November 15, 2011 7:34 PM
To: Rossides, Gale; Pistole, John; (b)(6); Nicholson, David ; Hearing, Peter; Berumen, Paul; McLaughlin, Chris ; Sammon, John; Kane, Robin E; Byrne, Sean; Dean, Lynn; Schmidt, Chris; Goldman, Howard <TSA Exec Ofc>
Cc: Payne, Sterling; Simons, Michael; Soule, Greg; Gaches, Lauren; Riley, J. Kawika; Jones, Beth; Horowitz, Sarah; Smith, Rebecca A.
Subject: RE: Tomorrow

We would be happy to do so. We identified members of our team to be on standby earlier. OSO, CFO, and OHC, can you please help us identify members of your staff to report to the room who are knowledgeable in the topics that Mica will likely raise (OSO and CFO) and on the Best Places to Work Survey (OHC)? We may call in other team members depending on the issues that are raised.

From: Rossides, Gale
Sent: Tuesday, November 15, 2011 7:30 PM
To: Lee, Kristin; Pistole, John; (b)(6); Nicholson, David ; Hearing, Peter; Berumen, Paul; McLaughlin, Chris ; Sammon, John; Kane, Robin E; Byrne, Sean; Dean, Lynn; Schmidt, Chris; Goldman, Howard <TSA Exec Ofc>
Cc: Payne, Sterling; Simons, Michael; Soule, Greg; Gaches, Lauren; Riley, J. Kawika; Jones, Beth; Horowitz, Sarah
Subject: Re: Tomorrow

Kristin, rather than counting on being able to catch different SLT members tmr to respond to rapid fire criticisms, I'd ask that you set up a PA war room in the 7th floor scif and have reps from the key offices there to quickly craft previously cleared messages in response to everything that may come at us. Thank you.
Gale

From: Lee, Kristin <(b)(6)>

To: Pistole, John (b)(6) Nicholson, David ; Hearing, Peter; Berumen, Paul; McLaughlin, Chris ; Sammon, John; Kane, Robin E; Byrne, Sean; Dean, Lynn; Schmidt, Chris; Goldman, Howard <TSA Exec Ofc>
Cc: Payne, Sterling; Simons, Michael; Soule, Greg; Gaches, Lauren; Riley, J. Kawika; Jones, Beth; Horowitz, Sarah
Sent: Tue Nov 15 19:00:37 2011
Subject: Tomorrow

Good Evening - Ahead of the USTA, Mica, and Partnership for Public Service Best Places to Work reports all being released tomorrow, we wanted to let you know that we will be monitoring them closely and have a team ready to work with the Front Office and key SLT members to discuss responding externally and internally if necessary. The Administrator's GW speech last week and holiday travel press push positioned us well on RBS and good catches, including AIT good catches. We have been working to highlight and share these successes with the workforce as well. Additionally, we believe it will be very helpful to have Gale, Robin and John be able to address any new issues at CSIS Thursday.

We'll circulate the reports tomorrow as we receive them.

I'm including both the Mica and USTA advisories below for awareness.

From: Harclerode, Justin [mailto:Justin.Harclerode@mail.house.gov]
Sent: Tuesday, November 15, 2011 4:25 PM
Subject: Advisory -- Report to Call for TSA Reform: Press Conference Tomorrow

	<p style="text-align: center;">NEWS RELEASE</p> <p style="text-align: center;">Committee on Transportation and Infrastructure</p> <p style="text-align: center;"><i>Congressman John L. Mica, Chairman</i></p> <p style="text-align: center;">2165 Rayburn H.O.B. Washington, D.C. 20515 202.225.9446 transportation.house.gov</p>
---	---

For Immediate Release
Justin Harclerode
November 15, 2011

Contact:

(202) 226-8767

Media Advisory

Press Conference: Report to Call for TSA Reform

Washington, DC – Leaders of U.S House Committees will release a report and analysis tomorrow of the development, evolution, current status and need for reform of the Transportation Security Administration (TSA), ten years after the agency's creation.

The report, entitled "A Decade Later: A Call for TSA Reform," will be

released at an 11:30 a.m. press conference tomorrow at Reagan National Airport. The analysis of TSA, a federal bureaucracy plagued by significant administrative and operational problems, was prepared by the majority staff of the House Transportation and Infrastructure Committee and the House Oversight and Government Reform Committee.

- WHO:** U.S. Rep. John L. Mica (R-FL), Chairman, U.S. House Committee on Transportation and Infrastructure
- WHAT:** Press Conference on release of TSA Report & Analysis – “A Decade Later: A Call for TSA Reform”
- WHEN:** 11:30 a.m., Wednesday, November 16, 2011
- WHERE:** Reagan National Airport
North end of the ticketing level (upper level), Terminal C
Please contact the Metropolitan Washington Airports Authority Public Affairs Office at (703) 417-8370 to make arrangements for parking live media trucks. All other vehicles must park in the garages or economy lot.

Background: The Aviation and Transportation Security Act, the legislation creating TSA, was passed by Congress ten years ago tomorrow, on November 16, 2001, and signed into law three days later. Rep. Mica, who then chaired the Subcommittee on Aviation, was one of the authors of that legislation.

When TSA was established, it was intended by Congress to be a lean security organization with the primary responsibility of analyzing intelligence, setting security policies and procedures, and overseeing a transportation security structure. Since then, at a cost of \$57 billion, TSA has mushroomed into a human resources bureaucracy of over 65,000 that has lost its transportation security focus.

###

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 **U.S. TRAVEL**
ASSOCIATION

November 14, 2011

Contact: Robert Bobo
(202) 408-2136
rbobo@ustravel.org

**** MEDIA ADVISORY ****

**Hectic Holidays: Travelers Supportive of TSA's New Initiatives
Still Going Slow Through the Airport Screening Process**

New Survey Measures Traveler Attitudes on Aviation Security/TSA

When Americans go to the airport this holiday season, they'll experience a much different aviation security process than they did a decade ago. Initiatives by the Transportation Security Administration (TSA) have increased layers of security, while at the same time added frustration for many travelers. However, new programs such as TSA's PreCheck are helping to improve efficiency and customer service.

The U.S. Travel Association will announce findings from a recent survey on traveler attitudes and opinions. Question topics include TSA right track/wrong track, support for PreCheck, shoes and pat downs, the greatest frustration for travelers.

- WHO:** Roger Dow, president and CEO, U.S. Travel Association
- WHAT:** Announcement of New Traveler Survey Findings – Press Conference and Q&A
- WHEN:** Wednesday, November 16, 9:30 a.m. (ET)
- WHERE:** Washington Reagan National Airport, Ticketing Concourse – North End (near US Airways)
- PARKING:** Please contact the Metropolitan Washington Airports Authority Public Affairs Office at (703) 417-8370 to make arrangements for parking live media trucks. All other media vehicles must park in the garages or economy lot.

###

The U.S. Travel Association is the national, non-profit organization representing all components of the travel industry that generates \$1.8 trillion in economic output and supports 14.1 million jobs. U.S. Travel's mission is to increase travel to and within the United States. Visit www.ustravel.org.



Follow us on Twitter [@ustravelpr](https://twitter.com/ustravelpr).

From: [Lee, Kristin](#)
To: [Rossides, Gale](#); [Pistole, John](#) (b)(6); [Nicholson, David](#); [Hearding, Peter](#); [Berumen, Paul](#); [McLaughlin, Chris](#); [Sammon, John](#); [Kane, Robin E](#); [Byrne, Sean](#); [Dean, Lynn](#); [Schmidt, Chris](#); [Goldman, Howard <TSA Exec Ofc>](#)
Cc: [Payne, Sterling](#); [Simons, Michael](#); [Soule, Greg](#); [Gaches, Lauren](#); [Riley, J. Kawika](#); [Jones, Beth](#); [Horowitz, Sarah](#); [Smith, Rebecca A.](#)
Subject: RE: Tomorrow
Date: Tuesday, November 15, 2011 7:34:11 PM
Attachments: image002.png

We would be happy to do so. We identified members of our team to be on standby earlier. OSO, CFO, and OHC, can you please help us identify members of your staff to report to the room who are knowledgeable in the topics that Mica will likely raise (OSO and CFO) and on the Best Places to Work Survey (OHC)? We may call in other team members depending on the issues that are raised.

From: Rossides, Gale
Sent: Tuesday, November 15, 2011 7:30 PM
To: Lee, Kristin; Pistole, John (b)(6); Nicholson, David; Harding, Peter; Berumen, Paul; McLaughlin, Chris; Sammon, John; Kane, Robin E; Byrne, Sean; Dean, Lynn; Schmidt, Chris; Goldman, Howard <TSA Exec Ofc>
Cc: Payne, Sterling; Simons, Michael; Soule, Greg; Gaches, Lauren; Riley, J. Kawika; Jones, Beth; Horowitz, Sarah
Subject: Re: Tomorrow

Kristin, rather than counting on being able to catch different SLT members tmr to respond to rapid fire criticisms, I'd ask that you set up a PA war room in the 7th floor scif and have reps from the key offices there to quickly craft previously cleared messages in response to everything that may come at us. Thank you.
Gale

From: Lee, Kristin (b)(6)
To: Pistole, John; (b)(6); Nicholson, David; Harding, Peter; Berumen, Paul; McLaughlin, Chris; Sammon, John; Kane, Robin E; Byrne, Sean; Dean, Lynn; Schmidt, Chris; Goldman, Howard <TSA Exec Ofc>
Cc: Payne, Sterling; Simons, Michael; Soule, Greg; Gaches, Lauren; Riley, J. Kawika; Jones, Beth; Horowitz, Sarah
Sent: Tue Nov 15 19:00:37 2011
Subject: Tomorrow

Good Evening - Ahead of the USTA, Mica, and Partnership for Public Service Best Places to Work reports all being released tomorrow, we wanted to let you know that we will be monitoring them closely and have a team ready to work with the Front Office and key SLT members to discuss responding externally and internally if necessary. The Administrator's GW speech last week and holiday travel press push positioned us well on RBS and good catches, including AIT good catches. We have been working to highlight and share these successes with the workforce as well. Additionally, we believe it will be very helpful to have Gale, Robin and John be able to address any new issues at CSIS Thursday.

We'll circulate the reports tomorrow as we receive them.

I'm including both the Mica and USTA advisories below for awareness.

From: Harclerode, Justin (b)(6)
Sent: Tuesday, November 15, 2011 4:25 PM

From: [Hearding, Peter](#)
To: [Goldman, Howard <TSA Exec Ofc>](#); [Pistole, John](#)
Cc: (b)(6); [Nicholson, David](#); (b)(6)
Subject: Re:
Date: Tuesday, November 15, 2011 4:59:59 PM

Secret - they're hosting it in the T&I hearing room in Rayburn.

From: Goldman, Howard <TSA Exec Ofc>
To: [Hearding, Peter](#); [Pistole, John](#)
Cc: (b)(6)
(b)(6)
Sent: Tue Nov 15 16:58:09 2011
Subject: Re:

Pete - is the Mica Member extravaganza unclass, SSI, or Secret level?

Howard

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

From: [Hearding, Peter](#); (b)(6)
To: [Pistole, John](#)
Cc: (b)(6)
(b)(6); [Goldman, Howard <TSA Exec Ofc>](#); (b)(6)
Sent: Tue Nov 15 16:38:34 2011
Subject:

Sir -

Here's what we we're tracking this pm....

-
AIT for House Homeland

We're meeting with Rep. Mike Rogers (R-AL) tomorrow at 2pm to discuss the DHS IG report; we'll be briefing the subcommittee members on Friday at 1230pm. Scott Johnson and Robin Kane will brief for TSA, along w Acting DHS IG Edwards.

T&I AIT Briefing

Mica is having GAO brief its AIT report on 11/30/11. He has opened this briefing up to all of the 59 Transportation and Infrastructure (T&I) committee members, as well as the 40 Oversight and Government Reform (OGR) members and staff. With a few members overlapping, that's still ~ 90 members he's attempting to put this report before. This afternoon, Mica's staff requested that you attend and be prepared to respond to the findings. Working with DHS OLA on this, (b)(5)

(b)(5)

should try to coordinate the GAO briefing for House Homeland a day or two before this Mica event. More to follow...

Mica TSA Report/Press Conference

Mica is hosting a press conference at DCA at 1230 on Wednesday to discuss his forthcoming report on TSA. We're prepared to address the report's findings as soon as we have the document.

ATL Catering

The catering company is making the rounds on the Hill so we're getting some followup requests for information on this situation. Nothing major, the issue just continues to linger.

Notifications completed on DOD pilot

We've called and emailed our committees, as well as the local California members on the Monterrey pilot; feedback so far has been limited, however some staffers Rep. Sam Farr (R-CA) and Susan Collins (R-ME) expressed some interest/support.

We received 2 pieces of notable correspondence today – both are attached.

Thompson TWIC Letter

Given your comments at last week's Commerce Committee hearing, Ranking Member Bennie Thompson (D-MS) has written regarding the possible extension of TWIC card expiration dates.

Lieberman/Collins AIT radiation letter

We also received a letter from Chairman Joe Lieberman (I-CT) and Ranking Member Susan Collins (R-ME) on DHS-commissioned 3rd party review of backscatter health/safety.

Best,
Pete

Peter Hearding
Transportation Security Administration
Office of Legislative Affairs
571-227-(b)(6)

From: [Nicholson, David](#)
To: [Pistole, John](#); (b)(6); [Hearding, Peter](#)
Cc: [Brand, Hilary](#); [Smith, Rebecca A.](#); [LeBoeuf, Jon](#)
Subject: FW: OLA Update 11/14
Date: Monday, November 14, 2011 6:06:01 PM
Attachments: OLA Capitol Hill Engagement on RBS.ph edits.ppt
RBS_Map_OLA copy.pdf

Thanks Peter

From: Hearing, Peter
Sent: Monday, November 14, 2011 5:24 PM
To: Nicholson, David
Cc: (b)(6); Wheeler, Brian <TSA-CFO>; Beck, Carol
Subject: OLA Update 11/14

Dave -

For our meeting tomorrow on RBS engagement, please find a couple of attachments.

The first is a deck that outlines our RBS engagements plan as we move ahead and summarizes our engagements to date. OLA's Dave Rosenbaum deserves a lot of recognition for his work on nearly all of these events.

The second document is an RBS map similar to the one on the internal I-share page; we are planning to use this document (or something similar) to provide to all Congressional offices on a quarterly basis. This document can be updated to provide new metrics on "x many passengers are now eligible for Prev....this represents an increase of x percent over the previous quarter." Whatever the case may be. We can provide other updates/messages as necessary in the body of these update emails – but this would serve as a recurring attachment.

We can build a slightly more detailed version or provide monthly SSI-level updates for our regular committees. Happy to discuss at length tomorrow.

Additionally, we'll roll this RBS engagement into a larger Congressional Engagement plan for CY 2012 – we've got a working draft now and would like to present that to the front office, probably sometime in early December.

Additionally, here are some of the things we're tracking –

SPP Hearing

Confirmed for December 8th at 2pm. We're in discussions with DHS OLA re: committee rules and the seating of non-committee members. Happy to discuss specifics further. We'll have Mr Pistole's read-aheads on the morning of Dec 1st; 3 prep sessions are scheduled. The documents requested by Rep. Rogers are being assembled; much of what he is asking for is currently court seal as a result of the contract protest; OCC and OGC are working to assemble the information we are currently able to provide.

Mica TSA Report/Press Conference

Mica is hosting a press conference at DCA at 1230 on Wednesday to discuss his forthcoming report on TSA. As I mentioned at Direct Reports, I think it would be wise for us to treat this like the SPP report and do an analysis of whatever “findings” it presents. We can provide that analysis to our regular committees – and should do so as quickly as possible.

Potential AIT Briefing for Speaker John Boehner (R-OH)

Today Chairman Peter King (R-NY) met with Speaker John Boehner (R-OH) to recommend Boehner receive the same AIT briefing that King did. We’re following up with King’s staff on how that went. More to follow.

Chairman Mike Rogers (R-AL) Covert Testing Briefing

We just confirmed this Friday at 1230; Acting IG Edwards, Scott Johnson and Robin Kane will brief. Rogers is eager to receive this briefing after speaking with Chairman King.

Corker Call re: MCI SPP

Per Mr Pistole and Nelson, we’ll set this up.

TSA Authorization Bill – House

The committee has made clear that they want to complete the SPP hearing prior to moving the TSA bill to full committee markup. This could take place the week following the SPP hearing (week of Dec 12th) – or it could slip, depending on a number of things. We’ve shared comments with the committee already; the committee is happy to meet and discuss further; we’re working on setting up a meeting in order for Francine Kerner to weigh in on the bill – though we won’t likely get this calendared until there’s some clarity on when the bill is going to be marked up.

TSA Authorization Bill – Senate

The Commerce committee staff has asked for us to come discuss possible legislation. They have asked us to discuss provisions currently in law we find onerous, burdensome and costly that we want repealed plus revisions we want in. The detailee requested by Commerce would largely be dedicated to assisting the committee in drafting up a TSA bill.

DHS Hiring with House Homeland Security Committee

House Homeland’s oversight subcommittee has requested a briefing by DHS and the components on hiring procedures. This will occur on 11/16 at 2pm. Jacqui Yeatman and Barbara Bell will brief for TSA. Per DHS, the “Big Message” is: OPM and Title V (and ATSA) provide a gov wide hiring process/practices. Differences between the components are intended to meet each components’ unique hiring needs and mission. (b)(5)

(b)(5)

House T&I Briefing on Real Property Authority

Per the other email strings, TSA will not attend this event, but is supporting DHS in preparing for it.

EDS w Rep. Peter DeFazio (D-OR)

Tomorrow Robin Kane will be briefing Rep. DeFazio on the checked baggage equipment at North Bend Airport (OTH). The airport is pushing hard for new/upgraded equipment.

LASP w Sen. Mark Begich (D-AK) staffers

On Thursday, Kerwin Wilson will be briefing Begich's staffers on the Large Aircraft Security Program (LASP) Notice of Proposed Rulemaking.

Peter Harding

Transportation Security Administration

Office of Legislative Affairs

571-227-(b)(6)

From: [Rossides, Gale](#)
To: [Nicholson, David](#); [Pistole, John](#)
Cc: [Berumen, Paul](#); (b)(6)
Subject: Re: Mica press conference
Date: Monday, November 14, 2011 5:17:47 PM

Is TSA providing the podium?
Gale

From: Nicholson, David (b)(6)
To: Pistole, John; (b)(6)
Cc: Berumen, Paul; (b)(6)
Sent: Mon Nov 14 17:09:31 2011
Subject: Fw: Mica press conference

From: Soule, Greg
To: Hearing, Peter; 'Blackwell, Tomeika' (b)(6); Beck, Carol; Nicholson, David
; Goldman, Howard <TSA Exec Ofc>
Sent: Mon Nov 14 16:43:31 2011
Subject: Mica press conference

FYI

Greg Soule
Transportation Security Administration
U.S. Department of Homeland Security
Public Affairs
Desk: 571-22-(b)(6)

From: Hamilton, Tara (b)(6)
Sent: Monday, November 14, 2011 4:32 PM
To: DCA Media; Holl, Stephen; Tippet, Elmer; Malandrino, Paul; Work Order Desk, DCA; Golinowski, Richard; Lipman, Deborah; Sullivan, Robert
Cc: Potter, John (Jack); McKeough, Margaret
Subject: Another press conference
Importance: High

Congressman Mica will be holding a press conference on the subject of a report his committee has done on the TSA. The press conference will at the north end of the ticket counter level near the media electrical outlets from 11:30-12:30 on Wednesday, November 16th. The Congressman will arrive in a car that will park at the curb.

We will need a podium and mult box set up for the Congressman at 11:00 a.m. and please turn off the PA announcements from 11:30- 12:30. (NOTE: the US Travel Association will be holding their press conference in the same location at 9:30 a.m. and will be taking down their equipment).

Thanks very much. Please let Public Affairs know if you have any questions.

Tara

Contact for the Congressman:

(b)(6)

Communications Director
Committee on Transportation and Infrastructure
U.S. House of Representatives
U.S. Rep. John L. Mica (R-FL), Chairman
202-226-

(b)(6)

<http://transportation.house.gov>

From: [Pistole, John](#)
To: [Lee, Kristin](#)
Subject: Re: TSA Survey
Date: Thursday, November 10, 2011 8:35:07 PM

Agree w/ you, tks.

From: Lee, Kristin
To: Pistole, John
Sent: Thu Nov 10 20:21:58 2011
Subject: Fw: TSA Survey

Sir- Would you like to be a part of this or would you like us to back brief you? My recommendation would be back brief.

From: Brand, Hilary
To: Lee, Kristin; Nicholson, David ; Berumen, Paul
Cc: Payne, Sterling; LeBoeuf, Jon; Jones, Beth; (b)(6)
(b)(6)
Sent: Thu Nov 10 19:56:35 2011
Subject: Re: TSA Survey

Hi Kristin, how about an 11:00-11:30 phone briefing right after direct reports? H.

From: Pistole, John
To: Lee, Kristin; (b)(6) Sammon, John; McLaughlin, Chris ;
Leyh, Paul; Kane, Robin E; Nicholson, David ; Berumen, Paul; Hearing, Peter; Schmidt, Chris; Dean,
Lynn
Cc: Payne, Sterling; Brand, Hilary; LeBoeuf, Jon; (b)(6) Jones,
Beth
Sent: Thu Nov 10 18:49:10 2011
Subject: Re: TSA Survey

Agreed, let's engage.....

From: Lee, Kristin
To: Pistole, John; (b)(6) Sammon, John; McLaughlin, Chris
; Leyh, Paul; Kane, Robin E; Nicholson, David ; Berumen, Paul; Hearing, Peter; Schmidt, Chris; Dean,
Lynn
Cc: Payne, Sterling; Brand, Hilary; LeBoeuf, Jon; 'Art Macias' (b)(6) Jones, Beth
Sent: Thu Nov 10 18:40:42 2011
Subject: FW: TSA Survey

Fyi on below. I think a briefing would be helpful Monday ahead of our holiday press event Tuesday. If you are supportive, I can work to arrange something for Monday with interested parties. I think it would be helpful for TSNM in particular to be there since Paul Leyh spoke with them on ASAC.

From: Erik Hansen (b)(6)
Sent: Thursday, November 10, 2011 4:13 PM
To: Lee, Kristin

Subject: TSA Survey

Hi Kristin,

Hope you're well. I want to give you a heads-up that we recently conducted a survey gauging traveler sentiments on a number of TSA's new initiatives. Given that the 10 year anniversary of ATSA is just around the corner and with Chairman Mica set to release his report on TSA next week, we're considering releasing our survey results at a press conference next Wed.

In advance of our release, we'd like to provide you and others at TSA with a full briefing on our survey results. We'd be happy to do this over the phone or in person next Monday, November 14, or next Tuesday, November 25. Please feel free to include others at TSA or DHS and provide some times that would work for your group.

Among other topics, the survey gauges traveler sentiments towards:

- TSA's new pat down policy for children;
- Eventual phasing out of passenger shoe removal;
- Use of ATR software;
- Launch of PreCheck;
- Satisfaction with TSA's overall performance; and
- Whether TSA is on the right or wrong track.

We just received the preliminary results and, we're glad to say, that a majority of passengers are very supportive of TSA's efforts and believe the agency is on the right track. So we're hoping this can be a positive news story for the agency.

I look forward to hearing from you and I hope you have a great holiday weekend.

All the best,

Erik

ERIK HANSEN | Director, Domestic Policy | **U.S. Travel Association**
TEL 202 408 (b)(6) | FAX 202 408 1255 | ustravel.org | poweroftravel.org

From: Soule, Greg
To: Soule, Greg; Pistole, John (b)(6); Houston, Scott; Johnson, Scott T; (b)(6); Nicholson, David; Goldman, Howard <TSA Exec Ofc>; Harding, Peter; "Blackwell, Tomeika"; Beck, Carol; Berumen, Paul; Fletcher, Kenneth; Holmes, David <Assistant Administrator>; Ham, Richard
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren; Allen, Jonathan
Subject: RE: CLT Access Door Issue - Charlotte Observer is Immediate
Date: Tuesday, November 08, 2011 1:46:31 PM

The Observer piece posted online. Hearing no objections, we'll provide the statement below at 2 p.m.

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

From: Soule, Greg
Sent: Tuesday, November 08, 2011 1:09 PM
To: Pistole, John; (b)(6); (b)(6); Houston, Scott; Johnson, Scott T; (b)(6); Nicholson, David; Goldman, Howard <TSA Exec Ofc>; Harding, Peter; 'Blackwell, Tomeika'; Beck, Carol; Berumen, Paul; Fletcher, Kenneth; Holmes, David <Assistant Administrator>; Ham, Richard
Cc: Lee, Kristin; Payne, Sterling; Gaches, Lauren; Allen, Jonathan
Subject: CLT Access Door Issue - Charlotte Observer 4 p.m. Deadline

The TV piece below has garnered some local interest and the Charlotte Observer is asking for comment. Please see the internal background and statement we plan to provide to the reporter at 4 p.m.

Internal background:

On Tuesday, November 1, 2011, Airport officials reported to TSA that an individual followed a US Airways employee through a controlled access door that leads to the airline's baggage handling area. A review of CCTV indicates that the individual left the secure area of the airport approximately 15 minutes later.

TSA Statement

On the evening of Nov. 1, Charlotte Douglas International Airport reported to TSA that an unauthorized individual entered a controlled access door that leads to a secure area of the airport. The area was swept for threat items with negative findings. While access control is the airport's responsibility, TSA takes this seriously and is conducting an investigation.

<http://www.wsocvtv.com/news/29703346/detail.html>

Investigators looking into possible airport security breach

Posted: 1:06 pm EST November 7, 2011

Updated: 10:05 pm EST November 7, 2011

CHARLOTTE, N.C. --

Federal investigators are looking into a possible security breach at Charlotte Douglas International Airport. It involved a US Airways employee, and sources told Channel 9 it happened in a secure baggage area on Nov. 1.

Because the alleged incident is now under investigation, the airport could not say much. A spokesperson gave Eyewitness News a statement which said, "...Airport officials observed a person accessing airport premises by not using proper protocol. The Airport notified TSA and it is under investigation."

US Airways said the airline has suspended the employee during the investigation.

Some travelers at Charlotte Douglas on Monday were alarmed at the news.

"You've got to wonder who is in charge and what are they doing to keep things safe?" said Cale Banks.

This would not be the first security breach Eyewitness News has covered at the airport in the past year. The most notable happened last November, when 16-year-old Delvonte Tisdale sneaked into the wheel well of a US Airways plane at Charlotte Douglas. His body fell out as the plane was landing in Boston.

In March, someone cut a hole in the airport fence and stole power tools. Two days later, someone got past the airport perimeter and stole diesel fuel from a contractor.

In June, a US Airways employee stowed away on a flight that left Tampa, then went unnoticed on the tarmac in Charlotte before boarding a flight to Pittsburgh using a buddy pass.

Still, some travelers said they always feel safe at Charlotte Douglas.

"Mainly because just getting in and out of these airports, they put you through everything under the sun," said Robert Aiken.

From: [Pistole, John](#)
To: [Nicholson, David](#); (b)(6)
Cc: [Fletcher, Kenneth](#); [Brand, Hilary](#); [Hearding, Peter](#); [Lee, Kristin](#); (b)(6)
Subject: Re: TSOC tour
Date: Friday, November 04, 2011 11:31:16 AM

This came up in a mtg he had with (b)(6) yesterday, who offered the tour (b)(6)

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

From: Nicholson, David
To: (b)(6) Pistole, John
Cc: Fletcher, Kenneth; Brand, Hilary; Harding, Peter; Lee, Kristin; McLaughlin, Chris
(b)(6)
Sent: Fri Nov 04 11:18:20 2011
Subject: FW: TSOC tour

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

From: Bray, Bob
Sent: Friday, November 04, 2011 10:45 AM
To: Nicholson, David
Subject: FW: TSOC tour

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

From: Bray, Bob (b)(6)
Sent: Friday, November 04, 2011 10:43 AM
To: Cahill, Timothy J.; Allison, Roderick J.
Cc: Bray, Bob
Subject: TSOC tour

Congressman Mica , through an intermediary, has requested a tour of the TSOC.

Please reach out to his staff and offer a tour at his convenience.

From: (b)(6)
To: Pistole, John
Subject: Charlotte Federal Security Director
Date: Thursday, November 03, 2011 6:09:52 PM
Importance: High

Administrator Pistole,

Sir I would like to begin by stating that I have never in my 24 plus years of service to this nation in the capacity as a soldier or during my career with DHS/ TSA ever circumvented the chain of command. That changes today because I believe I am bearing witness to great injustice. The Federal Security Director at Charlotte Douglas International airport, (b)(6) (b)(6) is being reassigned to Boston Logan International Airport as the Deputy FSD. He was told this had nothing to do with his performance. I believe he is being moved because of perception and misunderstandings of the facts surrounding events at CLT. He is unaware I am contacting you. He has until the close of business tomorrow to accept that transfer or be terminated. I believe he will resign in lieu of accepting the transfer.

If you were to take an hour out of your busy day and walk this airport you would hear how FSD (b)(6) changed the way we conduct training. His approach took us from an abysmal 47% first time go rate for the Practical Skills evaluation to 80% rate with 96% of the total test being passed the first time. Officers would tell you about the pride they feel to be officers now because he conducts professional promotion and badge awarding ceremonies. You will hear about how they are happy that performance issues with their peers are finally being addressed after years of being ignored. The list of his accomplishment is too lengthy to cover in this brief email. I do not believe OSO leadership is aware of any of these accomplishments. Unfortunately I have the personal belief that leadership in the Office of Security Operations has made the decision to move him based on perception of events without fully understanding how they unfolded and how they were dealt with in a very professional and ethical manner by FSD (b)(6)

In November last year a sixteen year old boy climbed a fence and gained access to the wheel well of a US Air flight waiting to depart for Boston. This event could have happened at any airport. The airport for obvious reasons refused to take responsibility for the security of the perimeter and blamed TSA, specifically the FSD, for the failure stating that TSA never told them anything was wrong with their perimeter. His statements are false. On many occasions issues with the perimeter were communicated to the airport as well as two Joint Vulnerability Assessments were conducted in 2006 and 2010 that point to issues with the perimeter. There is written documentation of that and it has been sent to HQ in support of those facts. The Airport Director has testified in front of a Congressional subcommittee making claims that TSA is not a partner and is heavy handed. Again that is false, Mr. (b)(6) has attempted on many occasions to work with the airport only to be met with resistance

and stalling tactics. I feel the circumstances surrounding this event have cast a shadow on a great leader and caused some to question his competence.

FSD (b)(6) and I discovered there was an issue in baggage. We conducted an internal audit and discovered that the clearing of alarmed bags improperly was not an isolated incident. We evaluated the scope of the issue and justifiably came to the conclusion that the problem was too large to be handled internally. He contacted his Area Director and then contacted OPR and OI. OI accepted the case and conducted more than 50 interviews. Mr. Pistole I can state unequivocally this is not an isolated issue as illustrated by the events in Hawaii. Many airports that have stand alone baggage configurations have this same issue that has not been addressed by HQ or their FSDs because it is an issue that is difficult to identify unless you know precisely what you are looking for. For two years I was the SME for Baggage in OSO, I believe that is the only reason we were able to identify this shortcoming.

Corporate US Air has made several complaints about missed baggage to the Office of Security Operations. There are many aggravating factors in this situation. CLT does not have an inline system. Recent construction has removed space that was previously occupied by US Air where they use to sort "hot and cold" bags before presenting them to TSA for screening. TSA is now opening more bags because of the impact of the OI investigation into improper screening in July. US Air has changed its flight schedule to compress the turn time between arrivals and departures which reduces the amount of time TSA has to screen bags. US Air has labor issues with their pilots union which was recently sued by corporate US Air for a work slowdown by causing nearly 40% of their flights to arrive late. FSD (b)(6) has attempted to address these issues by working with US Air and having Workforce Utilization, the Operations Improvement Branch, and GM of Airport Scott Johnson visit CLT. All have stated there is not much more that can be done to improve the TSA operation other than to add more staff which is nearly impossible in this economic time.

Two nights ago there was a breach through an airport door to the baggage area by an unknown male piggy backing a US Air employee. When TSA was notified FSD (b)(6) questioned what was being done. He realized the airport police and airport operations response was woefully inadequate and quickly reacted. Although the individual was not caught he was able to ensure the flights waiting to depart were safe. The individual stood by the alarming door for over 6 minutes before leaving camera view with no airport police response in that time. The breach was initially reported to TSA as an access control event, a sharp Coordination Center Officer identified that information as erroneous and notified the FSD. This event reflects the shortcomings of the airport and the FSD has continually attempted to work with them to improve their crisis responses and abilities but the response he gets for his efforts is the bare minimum to meet the requirements of the directives.

Mr. (b)(6) is an honest, upstanding, ethical, honorable man and leader. If he leaves TSA before his time it is the organization that will suffer. In my short year with him as his deputy I have learned much and seen much more. He is a man that leads by example and is not afraid to make the difficult decisions required of a senior leader. He is not afraid to confront adversity and holds himself and other accountable for their actions. He embodies what I believe to be the best of all leadership traits I have ever seen and everything he does is with integrity.

Mr. Pistole I humbly ask you to reconsider the decision to move (b)(6) from Charlotte to Boston. CLT was a very broken operation when he arrived two years ago but through his leadership we are at what I believe to be the cusp of making CLT into the gold standard for the entire organization in spite of the local politics at Charlotte Douglas International Airport.

Respectfully,

(b)(6)

Deputy Federal Security Director

Charlotte- Douglas International Airport

Office of Security Operations

Transportation Security Administration

Department of Homeland Security

Office: (704) (b)(6)

Cell: (b)(6)

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From: [Pistole, John](#)
To: [Goldman, Howard <TSA Exec Ofc>](#)
Subject: Re: Years of Security Breaches at SFO
Date: Thursday, October 27, 2011 11:31:50 AM

Tks, pls have OSO follow up...

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

From: Goldman, Howard <TSA Exec Ofc>
To: Pistole, John
Cc: Rossides, Gale
Sent: Thu Oct 27 10:54:01 2011
Subject: RE: Years of Security Breaches at SFO

Sir - to me, a vague, generally unsupported allegation doesn't warrant an IG or Inspection investigation or referral. This is a contract between TSA and Covenant and our contract administrators via Acquisition and OSO should respond to you as the first step.

Available to discuss at your convenience.

Howard

Howard Goldman
Senior Counselor
Office of the Administrator
Transportation Security Administration
571-227-(b)(6) (O)
(b)(6) (C)
571-227-1398 (Fax)

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

From: Pistole, John [[mailto:\(b\)\(6\)](#)]
Sent: Thursday, October 27, 2011 5:55 AM
To: (b)(6)
Cc: Rossides, Gale
Subject: Fw: Years of Security Breaches at SFO

Howard, for review and recommendation pls...

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

From: (b)(6)
To: (b)(6)
Sent: Wed Oct 26 21:21:30 2011
Subject: Years of Security Breaches at SFO

Dear Administrator Pistole,

Tomorrow, October 27th, Covenant Aviation will have completed 9 years of providing screening services at SFO.

Since the beginning, up until July of this year, CAS has been using untrained and unqualified TSO personnel as acting LTSO and STSO as needed. Because of their need to generate a profit they have been in violation of the SOP required staffing levels of full time LTSO and STSO personnel. It is much cheaper to temporarily promote someone for one or two days than to have that person promoted on a full time basis.

The most important and most serious requirement of those positions is to review and clear any ETD alarms that might occur. Now, if they are only acting, how could they be qualified to clear alarms? They have never received any specialized training or instruction to assist them in their temporary duties. Therefore, every alarm that has been cleared by these untrained and unqualified screeners has been a breach!

You are the only person we will contact with this information. We hope that you will personally review the staffing levels to ensure that CAS is in full compliance with the SOP.

(CAS has been putting profits before product. We know for a fact that Rep. John Mica is being fed information by our company president Mr. Gerry Berry and is using this info in his attacks on the TSA.)

H2Beale

From: [Goldman, Howard <TSA Exec Ofc>](#)
To: [Pistole, John](#)
Subject: Re: Years of Security Breaches at SFO
Date: Thursday, October 27, 2011 7:13:12 AM

Got it - review later today.

Howard

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

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

From: Pistole, John (b)(6)
To: (b)(6)
Cc: Rossides, Gale
Sent: Thu Oct 27 05:55:02 2011
Subject: Fw: Years of Security Breaches at SFO

Howard, for review and recommendation pls...

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

From: (b)(6)
To: (b)(6)
Sent: Wed Oct 26 21:21:30 2011
Subject: Years of Security Breaches at SFO

Dear Administrator Pistole,

Tomorrow, October 27th, Covenant Aviation will have completed 9 years of providing screening services at SFO.

Since the beginning, up until July of this year, CAS has been using untrained and unqualified TSO personnel as acting LTSO and STSO as needed. Because of their need to generate a profit they have been in violation of the SOP required staffing levels of full time LTSO and STSO personnel. It is much cheaper to temporarily promote someone for one or two days than to have that person promoted on a full time basis.

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You are the only person we will contact with this information. We hope that you will personally review the staffing levels to ensure that CAS is in full compliance with the SOP.

(CAS has been putting profits before product. We know for a fact that Rep. John Mica is being fed information by our company president Mr. Gerry Berry and is using this info in his attacks on the TSA.)

H2Beale

From: [Soule, Greg](#)
To: [Pistole, John](#); [Rossides, Gale](#); [Nicholson, David](#); [Berumen, Paul](#); [Hearding, Peter](#); [Blackwell, Tomeika](#); [Fletcher, Kenneth](#); [McLaughlin, Chris L](#); [Schmidt, Chris](#)
Cc: [Lee, Kristin](#); [Payne, Sterling](#)
Subject: RE: Immediate Deadline - Herald Request to Talk to Naccara
Date: Tuesday, October 25, 2011 6:06:59 PM

The read out of the interview is below from Ann Davis from our shop:

George and I just spoke to the Herald. He did well relaying the RBS talking points and how the Assessor program, Kids Under 12 and Known Crewmember all fit into the overall strategy. He said he spent time with Mica at BOS on Oct 3rd and characterized it as a productive visit. He said Mica was supportive of RBS and very much in favor of it. He said he felt good about the meeting with Mica after he left. When asked to rebut Mica's comments, George said he found them difficult to understand and he wasn't going to rebut each one. Apparently, the reporter also talked to Massport and they also told him that Mica was supportive of the program by the time he left BOS. When asked if he could explain the about face, George said he couldn't. He asserted the Assessor program is absolutely risk-based and described what passengers experience at the checkpoint. The reporter brought up Mica's claim that our AITs weren't operating the day he visited and we refuted that with the facts. He also mentioned the launch of Known Crewmember at BOS today. The only comment I'm concerned about is...when the reporter asked what George thought of Mica's characterization that the Assessor program is a "mess," George responded that he was stunned to read that.

All in all, went very well, but this is the Boston Herald so we'll see.

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

From: Pistole, John (b)(6)
Sent: Tuesday, October 25, 2011 4:59 PM
To: Rossides, Gale; Soule, Greg; Pistole, John; Nicholson, David; Berumen, Paul; Harding, Peter; Blackwell, Tomeika; Fletcher, Kenneth; McLaughlin, Chris L; Schmidt, Chris
Cc: Lee, Kristin; Payne, Sterling; Davis1, Ann; Gaches, Lauren
Subject: Re: Immediate Deadline - Herald Request to Talk to Naccara

Concur....

From: Rossides, Gale (b)(6)
To: Soule, Greg (b)(6); Pistole, John (b)(6); Rossides, Gale (b)(6); Nicholson, David (b)(6); Berumen, Paul (b)(6); Harding, Peter (b)(6); Blackwell, Tomeika (b)(6); Fletcher, Kenneth (b)(6); McLaughlin, Chris L (b)(6); Schmidt, Chris (b)(6)
Cc: Lee, Kristin (b)(6); Payne, Sterling (b)(6); Davis1, Ann (b)(6); Gaches, Lauren (b)(6)
Sent: Tue Oct 25 16:54:32 2011
Subject: Re: Immediate Deadline - Herald Request to Talk to Naccara

(b)(6)

From: Soule, Greg (b)(6)
To: Pistole, John (b)(6); Rossides, Gale (b)(6); Nicholson, David (b)(6); Berumen, Paul (b)(6); Hearing, Peter (b)(6); Blackwell, Tomeika (b)(6); Fletcher, Kenneth (b)(6); McLaughlin, Chris (b)(6); Schmidt, Chris (b)(6)
Cc: Lee, Kristin (b)(6); Payne, Sterling (b)(6); Davis, Ann (b)(6); Gaches, Lauren (b)(6)

Sent: Tue Oct 25 16:53:02 2011

Subject: Immediate Deadline - Herald Request to Talk to Naccara

Mr. Pistole/Gale,

How would you like us to handle the Boston Herald's request to interview George Naccara about Congressman Mica's remarks about BOS and Assessor.

George would like to do the interview and we would counsel him (b)(6)

(b)(6)

Just characterize his visit, state he made some positive comments and describe the Assessor program and how it fits into RBS. Also, note AITs are the best available technology to detect both metallic and non-metallic threats and while most pax don't receive a pat down, they are very necessary to help us find anomalies.

The interview would have to happen in the next hour.

Thank you,

Greg Soule

Transportation Security Administration

U.S. Department of Homeland Security

Public Affairs

Desk: 571-227 (b)(6)

From: [Soule, Greg](#)
To: [Pistole, John](#) (b)(6); [Nicholson, David](#); [Fletcher, Kenneth](#); [Berumen, Paul](#); [Hearding, Peter](#); [Beck, Carol](#); [Blackwell, Tomeika](#); [McLaughlin, Chris](#); "Schmidt, Chris"; [Goldman, Howard](#) <TSA Exec Ofc>
Cc: [Lee, Kristin](#); [Payne, Sterling](#); [Davis, Ann](#); [Gaches, Lauren](#); [Riley, J. Kawika](#)
Subject: Mica on Huff Po
Date: Tuesday, October 25, 2011 9:14:07 AM

Please see the Huffington Post piece below. According to Boston, this was not the tone during the visit to Boston and the Congressman seemed pleased with the program.

Thoughts on allowing George to talk to the reporter to provide a more realistic view of the visit and how the program is going?

John Mica Attacks TSA 'Chat-Downs' As 'Idiotic,' Says Screening Failures Are 'Off The Charts'

First Posted: 10/24/11 03:25 PM ET Updated: 10/24/11 03:29 PM ET

WASHINGTON -- The chairman of the House committee that oversees the Transportation Security Administration blasted the agency's recent test of "chat-downs" of airline passengers, calling the pilot program "idiotic."

House Transportation and Infrastructure Committee Chairman John Mica (R-Fla.) told reporters during a briefing Monday that the [TSA's experiment](#) at Boston's Logan International Airport -- in which officers engaged passengers in brief conversations to help detect suspicious behavior -- is "a mess."

"This is no joke," said Mica, who has pummeled the TSA as a bloated bureaucracy with a mission he believes could be carried out more efficiently and cheaply by private companies under federal government supervision.

Mica laced into the pilot program, slated to be tested next in Detroit before rolling out to airports nationwide, as a pale imitation of the interrogations routinely conducted by Israeli security at Ben Gurion International Airport in Tel Aviv. He noted that the [expanded behavior detection pilot](#) builds on an existing program that the [Government Accountability Office said](#) lacked scientific validity and has cost "a quarter billion" to hire thousands of screening officers.

During a recent visit to Logan to observe the pilot, Mica said he watched about a dozen officers quiz passengers in the terminal. "I put my ear up and listened to some idiotic questions," he said of the questions that delved into where travelers were coming from, why they'd been there and where they were going.

"I talked to them about their training, which was minimal," he said of his conversations with

security personnel. He went on to say that even though passengers selected for further screening were supposed to go through [hi-tech scanners](#), on the day he visited the machines were out of service because there weren't enough trained personnel to run them.

"It's almost idiotic," Mica said. "It's still not a risk-based system. It's not a thinking system."

This [isn't the first time](#) Mica has denounced the agency he helped to create in the wake of the Sept. 11 terrorist attacks -- on Monday he even trashed the TSA's [blue uniforms and badges](#). But his latest harsh criticisms offered a preview of an upcoming committee report on the TSA's first decade.

The assessment will likely recount TSA's controversial record of using imaging technology that has raised the hackles of [privacy advocates](#) and has proven [less than effective](#) in spotting the dangerous materials they were designed to detect.

"The failure rate (for imaging equipment) is classified but it would absolutely knock your socks off," Mica told reporters. The number of times TSA [pat-downs](#) failed to detect contraband is also secret but, according to the chairman, is "off the charts."

Mica said the report, due out in the next couple of weeks, would be "sort of like the record of the Marx Brothers."

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

From: [Nicholson, David](#)
To: [Pistolé, John](#); [Rossides, Gale](#)
Cc: [Fletcher, Kenneth](#)
Subject: FW: FYI - New Mica Press Statements
Date: Monday, October 24, 2011 4:49:35 PM

From: Hearing, Peter
Sent: Monday, October 24, 2011 4:40 PM
To: Lee, Kristin; Payne, Sterling; Soule, Greg; Goldman, Howard <TSA Exec Ofc>; Nicholson, David ; Berumen, Paul; Schmidt, Chris; Kane, Robin E; McLaughlin, Chris
Subject: FYI - New Mica Press Statements

For awareness...

John Mica Attacks TSA 'Chat-Downs' As 'Idiotic,' Says Screening Failures Are 'Off The Charts'

Huffington Post
Andrea Stone
First Posted: 10/24/11 03:25 PM ET Updated: 10/24/11 03:29 PM ET

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House Transportation and Infrastructure Committee Chairman John Mica (R-Fla.) told reporters during a briefing Monday that the TSA's experiment at Boston's Logan International Airport -- in which officers engaged passengers in brief conversations to help detect suspicious behavior -- is "a mess."

"This is no joke," said Mica, who has pummeled the TSA as a bloated bureaucracy with a mission he believes could be carried out more efficiently and cheaply by private companies under federal government supervision.

Mica laced into the pilot program, slated to be tested next in Detroit before rolling out to airports nationwide, as a pale imitation of the interrogations routinely conducted by Israeli security at Ben Gurion International Airport in Tel Aviv. He noted that the expanded behavior detection pilot builds on an existing program that the Government Accountability Office said lacked scientific validity and has cost "a quarter billion" to hire thousands of screening officers.

During a recent visit to Logan to observe the pilot, Mica said he watched about a dozen officers quiz passengers in the terminal. "I put my ear up and listened to some idiotic questions," he said of the questions that delved into where travelers were coming from, why they'd been there and where they were going.

"I talked to them about their training, which was minimal," he said of his conversations with security personnel. He went on to say that even though passengers selected for further screening were supposed to go through hi-tech scanners, on the day he visited the machines were out of service because there weren't enough trained personnel to run them.

"It's almost idiotic," Mica said. "It's still not a risk-based system. It's not a thinking system."

This isn't the first time Mica has denounced the agency he helped to create in the wake of the Sept. 11 terrorist attacks -- on Monday he even trashed the TSA's blue uniforms and badges. But his latest harsh criticisms offered a preview of an upcoming committee report on the TSA's first decade.

The assessment will likely recount TSA's controversial record of using imaging technology that has raised the hackles of privacy advocates and has proven less than effective in spotting the dangerous materials they were designed to detect.

"The failure rate (for imaging equipment) is classified but it would absolutely knock your socks off," Mica told reporters. The number of times TSA pat-downs failed to detect contraband is also secret but, according to the chairman, is "off the charts."

Mica said the report, due out in the next couple of weeks, would be "sort of like the record of the Marx Brothers."

From: [Halinski, John W](#)
To: [Pistole, John](#)
Subject: Re: Personal : Meetings with John Mica et al
Date: Monday, October 24, 2011 1:50:47 PM

Thanks Sir we will reach out to Ambassador Woerth for his comments. We have not seen this. We are actually 58 overseas now not 54. The recent GAO report on our program has helped us on the Hill although not sure that audience appreciates it.

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

From: Pistole, John (b)(6)
To: Halinski, John W (b)(6); Harding, Peter (b)(6)
Cc: Nicholson, David (b)(6); Rossides, Gale (b)(6)
Sent: Mon Oct 24 12:45:32 2011
Subject: Fw: Personal : Meetings with John Mica et al

Fyi...I haven't reviewed yet.

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

From: Pistole, John
To: (b)(6) (b)(6)
Sent: Mon Oct 24 12:22:32 2011
Subject: Re: Personal : Meetings with John Mica et al

(b)(6) many thanks for the feedback. Good to see you last week.
John

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

From: (b)(6)
To: Pistole, John (b)(6)
Sent: Mon Oct 24 11:42:21 2011
Subject: Personal : Meetings with John Mica et al

John - I promised you a readout - most of the discussion was on the EU ETS (b)(6) (b)(6) which you might find entertaining for all its internal inconsistencies. There are references to security dotted around, though the most substantive points are in the bilateral that Jonathan and I held with the group.

Kind regards

(b)(6)

(b)(6)

First Vice President of the Council
United Kingdom Permanent Representative
International Civil Aviation Organization
+1 514 954 (b)(6)

.....

Jonathan Moor and I met Congress Transport Committee members twice today (21 October):

John Mica R FL - Chair of Transport Ctte

Tom Petri R WI - Chair of Aviation Sub Ctte

Jerry Costello D IL

Corrine Brown D FL

Tim Holden D PA

Bill Shuster R PA - Chair of Rail Sub Cttee

Billy Long R MO

Chip Cravaak R MN - Vice Chair of Aviation Sub Cttee

And staffers

Jimmy Miller

Holly Woodruff

Giles Giovinazzi

Bailey Edwards

Nick Martinelli

The first was a bilateral with Jonathan and me on one side and the above on the other: my counterpart, the US ICAO Permanent Representative Amb. Duane Woerth introduced the discussion. I have set this out in some length to give a taste of the rather rambling nature.

Jonathan set out the UK position on relations with the US generally (and we will circulate a copy of his comments later) but emphasized the importance the UK attached to sustainable international aviation growth. This was why ETS was necessary. He then said the usual stuff about ETS and noted that we were also looking for a global solution. On the subject of extra-territoriality he commented that TSA was not averse to applying it - which stung, though the US replied to the effect that two wrongs did not make a right. Jonathan said that nonetheless the UK had an excellent relation with TSA to which Mica said soto voce that he didn't. But that the UK was moving on to outcome focused risk management. He then discussed liberalization, NextGen / SESAR, sharing of anonymised data, global agreements on noise and rounded off with a reprise of the theme of aviation driving economic growth.

Mica responded that the primary reason for the visit was to discuss the ETS "scheme" which he said violated international agreements - he had seen the preliminary findings of the CJEU which were "laughable". In the committee's view it was simply there to raise taxes for the EU and neither helped develop technology nor helped eliminate CO2 emissions. The ETS would hurt passengers, airlines and States. This was not just a US issue but affected China, India and others. Even if US / UK acted to buy new planes to reduce their emissions, the old ones would simply trickle down to developing States [comment: as if they wouldn't anyway].

ETS was an entirely different matter to Security - since he had created TSA in there had been 5 Administrators (in 9 years) It was not risk based and though it was in a process of reform there was still plenty of room for innovation. He said he regularly had to yell at TSA on its arbitrary impositions, some instances were beyond the pale. He said that John Pistole had said that he was shifting to a risk based approach but this was not happening.

Mica said he was a strong advocate of open skies - it was unfortunate that markets were limited - he would be happy to see ownership and control limits raised to 49% or beyond.

On NextGen / SESAR he was keen to get a 4 year (?) Bill approved with set milestones - harmonisation and interoperability were essential - he wanted to work with the private sector and to make sure that if equipment was put on planes it could be used.

Holden said that the ETS violated Article 1 of the Chicago Convention and now might be the time to bring forward an Article 84 case to secure a remedy [I will report the various references to A84 but note there are inconsistencies].

Brown said she was surprised by the reference to security - the EU also imposed additional measures. JM said this rescreening was actually done by TSA and was exactly the extraterritorial application he was concerned about. Brown said she did not support privatization of TSA.

Petri said we should work internationally for a more rational approach.

Cravaak stridently said that as a pilot he could see from 35,000 feet and that he did not believe CO2 caused climate change. Imposing the ETS was detrimental to the industry: airlines already worked hard to reduce their emissions - he believed the ETS was a tax. JM commented that 85% of credits were free and if airlines wished they could buy the balance in the open market - not a cent need to government. Not to be stopped Cravaak said the Europeans were acting like Barbary Pirates demanding protection money - he would certainly promote an Article 84 complaint.

Billy Long was concerned about the effects on passenger numbers. JM said that studies had shown the actual cost to passengers would be \$2 each and as the US modernized its fleet the cost could be less.

Cravaak said he was concerned about the "intent" of the legislation - it was a slippery slope that went directly against Chicago.

Mica asked about traffic mix - JM said the UK had about 98% international traffic. Mica suggested that the ETS might be modified to apply to intra European only.

Shuster (I think?) said that paying the ETS would mean that airlines would not have money to invest in new aircraft - it would wipe out their profits - US airlines had lost \$2.80 per ticket - the ETS would almost double this. [Comment - this number probably includes domestic travel too!]. The EU was not a party to Chicago.

Mica returned to security and said there were 65,000 TSA employees with 54 outside the US. He would be publishing a report shortly. He noted that there had been no terrorist incidents recently in the US - most occurred on inbound services. There needed to be more done internationally. The US was

playing technology catch up - there were no AIT scanners in the USA to Canada section of Washington Reagan. Even appointment of the Administrator of the TSA was a problem. Pistole has promised a more risk based approach.

JM tried to sum up that the UK approach was to seek a global agreement, (and add some more) but was interrupted by Mica who said he welcomed the UK's support and looked to technology to resolve our problems.

JM managed to get the last word by inviting the Committee to London which Mica welcomed (though someone then said but this was campaign season) so it was left in the air.

.....

The second was a more formal EU meeting with the European side led by Alojz Krapez (Slovenia) and the same cast list for the US.

Mica opened stating the strong opposition to EU ETS which violated the tenets of ICAO. He encouraged positive steps to control emissions - there was bipartisan support in the House and the Bill would be adopted by a large majority on Monday 24th. Senate might be a bit slower - he would give them a bit more time.

Mica said he had met the ICAO Leadership and also met the EU - he was trying to resolve the issue in a cooperative fashion but was finding it hard - he could not even get the drafter of the legislation to satisfactorily explain Article 25 (equivalent measures).

The decision in Council on November 2nd would be important - this was not just a US issue - the whole of industry was struggling.

Brown said she did not want a fight but hoped we could reach a resolution before 2 November - this measure would push the industry from ailing onto life support.

Holden said he would like to resolve the issue but A84 might be the only thing - the ETS violated Chicago. He noted that even some EU members had raised concerns. He had met Transport people who concurred with the US position.

Alojz Krapez set out the EU position:

.....

"During the last decades the European Union member states and the United States of America shared the common values for Safe, Secure, and Sustainable development of civil aviation.

Our collaboration resonated in a number of international initiatives; together we were leading the way in many cases. Some of the success stories are:

- . EU-US Open skies agreement, which was first of its kind and created numerous new possibilities for airlines and passengers alike.

- . Next, the tragedy of September 11 shocked us all with the fact how fragile aviation is. Immediately after the catastrophe EU willingly joined US efforts to secure aviation better. The latest developments of the

high-level AVSEC Conference next year reaffirm our joint commitment to tackle unlawful interference globally.

. We also share the same vision on aviation Safety as it was stated in several agreements signed by the US and the EU. Among various sustainable, long-term, and mutual commitments, we share the aviation safety information and cooperate on the certification of the civil aircrafts. Our work as a team allows both sides to rely on each other and offers possibility to broaden the scope of collaboration in the future.

. Last but not least, the most recent projects like NextGen and Single European Sky display outstanding collaboration. Besides significant economic benefits also environmental contribution of such projects is important.

Among all the success stories there is still one area that is lagging behind: Climate change.

Emissions from the aviation sector are growing faster than from any other sector, and all forecasts indicate they will continue to do so. Although there has been lots of debates on tackling the climate change in aviation throughout the past decade not enough has been done.

Whereas areas such as new technologies, operations, infrastructure, and sustainable biofuels have been constantly improving, not much has happen on economic measures; although all the aviation stakeholders agree that ultimate success in reducing emissions cannot happen without these measures.

Therefore, the EU Emissions Trading System is one of the solutions to connect all the dots. The implementation of proper Market Based Measures is of utmost importance for continued sustainable growth of global aviation.

On the other hand, aviation growth will be hampered by resistant community if proper action is not taken.

At the end, let me reiterate that the EU always has been and will be very keen to engage with the ICAO on the development of global Market Based Measures."

.....

He then asked European colleagues if they had anything to add - then immediately passed the floor to me. I responded that in response to comments about the legality that the EU had followed ICAO Resolutions in crafting the legislation and legal advice was that it was entirely consistent with international law - this had been borne out by the opinion of the Advocate General on 6 October.

Mica commented that he was concerned about the impact on third world countries where most growth was now happening. He said his legislation would make it illegal for US carriers to comply with the ETS. The EU could do what it wanted in the confines of its own airspace. He said he had talked with the President of ICAO who said he had had a conversation with the EU about how it might be applied only to outbound (from the EU) flights but he still couldn't understand Article 25. Anyway - he did not want it to apply to either inbound or outbound flights.

Nudged by Jonathan I explained the flexibility behind the drafting of the "equivalent measures" provisions and suggested that if Australia developed an aviation fuel tax and applied this to international aviation this could be considered an equivalent measure - Article 25 had been drafted to give

flexibility.

Brown said the ETS was a job killer and would be passed by the House on Monday.

Italy said ICAO worked to the lowest common denominator.

Cravaak said he didn't believe in CO2.

I asked about the Article 84 process - when would the US introduce it - which prompted a fair bit of back-sliding by Mica who suggested it might be sometime after 2 November, and he was not yet sure if it would be the US or someone else, maybe India or South America. Duane jumped in to note that the Obama administration was weighing the options - what the US really wanted was a positive resolution to the dispute.

Thanks and farewells!

From: (b)(6)
To: [Hanlon, Karen](#)
Cc: [Burke, Karen](#); [Pistole, John](#); [Kerner, Francine](#); [Book, Heather <TSA OPR>](#); [Mitchell, Charlene](#); [OPR](#); [DHS_OIG](#); [Bragstad, Timothy](#); [Catron, Anne](#); [Heil, Gail](#); [Lewis, Desi](#); [Lynch, Olimpia](#); [Bondoc, Brian](#); [Carroll, Larry](#); [Ward, Vincent J](#); [Alvarez, David](#); [Peterson, Mark](#)
Subject: Congressional Notification, EEO Filing, MSPB Filing
Date: Friday, October 21, 2011 6:05:37 PM

DFSD Hanlon

I have filed my fourth EEO complaint with the TSA OCRL, based on retaliation, sex and race, with the intent of formal investigation and a administrative hearing.

I intend to file with the MSPB under whistleblower retaliation.

Congressman John Mica's office contacted me on October 20, 2011 to discuss, among other topics, the issues you have stated to me in writing, you will not investigate.

Respectfully,

(b)(6)

From: [Pistole, John](#)
To: [Naccara, George <FSD>](#); [Nicholson, David](#); [\(b\)\(6\)](#); [Johnson, Scott T](#); [Goldman, Howard <TSA Exec Ofc>](#); [Hearding, Peter](#); [McLaughlin, Chris](#); [Thomas, Wayne \(Area Director, NE Area 1\)](#)
Cc: [Rossides, Gale](#)
Subject: Re: Session with Cong. Mica on Enhanced Behavior Detection/Proof of Concept and other issues.
Date: Tuesday, October 04, 2011 12:32:33 AM

Thanks for meeting with him George and for engaging, persuasively it sounds, on the issues. Nicely done. Very helpful summary also...much appreciated.

From: Naccara, George <FSD>
To: Nicholson, David ; 'Lee, Kristin' [\(b\)\(6\)](#) Johnson, Scott T; Goldman, Howard <TSA Exec Ofc>; Harding, Peter; McLaughlin, Chris ; Thomas, Wayne (Area Director, NE Area 1)
Cc: Rossides, Gale; Pistole, John
Sent: Mon Oct 03 17:30:40 2011
Subject: Session with Cong. Mica on Enhanced Behavior Detection/Proof of Concept and other issues.

Dave, et al,

In what was to become a most interesting discussion/debate, the Congressman certainly had preconceptions about the pilot (or proof of concept) and most everything we do in TSA, and generally that concept was negative. As he viewed the proof of concept, listened intently to the discussions between passengers and each trained BDO (or BA2), his first comment was that we had too many personnel wasting their time with too many passengers; he pointed out two couples in line as an example and stated that they were obviously low risk and we should not waste their time and our time with them. I explained the POC intent, that we had been testing this model for only two weeks and another model for four weeks, and had other models which we may begin testing in the near future. We are collecting much data on many critical elements of the models and decisions will be made in the future at HQ to determine our way ahead. On this point, I reiterated multiple times that we looked at the Israeli model and others and we are drawing the best elements of those methods to design our RBS concept; frankly, I told him repeatedly that we (he and TSA) indeed had the same goals in mind – to improve the security system (perhaps with less reliance on technology and more human interaction with those passengers about whom we know little), to improve the efficiency of our system (with a concern toward FTE consumed/training requirements/professionalism of the workforce/etc) and to improve the passenger screening experience. I was adamant that this was the earliest phase of the RBS concept, and that we have taken great efforts to educate the public in our area of the pilot/POC; the evidence of public acceptance and support is obvious in the data we collected on the 93,000 passengers we've questioned during the POC, and the overwhelming positive public reaction immediately after the interaction with our BDOs/BA2 personnel. The Chairman asked a few questions of two of the BDOs, inquiring about their experience and the training obtained in the class (both provided positive, respectful answers); he asked whether military veterans could conceivably serve in

these positions in the future. I did not rule that out but explained we are in the beginning stages of the RBS deployment and it may take awhile before we get to that point. As we walked from the checkpoint, he mentioned to Ed Freni, Massport Director of Aviation, that he thought the federal government should charge more user fees to each passenger and not place such budgetary costs on the taxpayer; he suggested a \$5 fee rather than the current \$2.50 fee. Massport was ambivalent on the issue.

I accompanied him to the gate where his wife awaited him for their flight to DC; we had another 20-25 minutes to discuss in greater detail what we've done here with the pilot since the beginning. In reading his bio, I noted that he was on the Board of Visitors of the Coast Guard Academy – it was an effective connection and we spoke at length of our experiences in common. It was at that point that I believe the Chairman best understood the RBS concept and our plan for success; his final statement to me was that he thought this pilot program was the “thing that will save TSA!” Further, in his opinion, we (TSA) need to accelerate what we are doing in BOS, and TSA must test other options/models, looking for the most efficient use of this valuable, well-trained resource (our BDOs). He clearly wants our BDOs/BA2s to have the authority to raise or lower the associated risk of each passenger, to simplify the screening experience for the low risk person and to enable us to use our time/resources on those who deserve more.....I reiterated that Mr. Pistole and TSA were in complete agreement.

I will admit that I was assertive on a number of issues, but not to the point of disrespect at any time. I believe he was genuinely interested in what we had to say and to show him, but we had to overcome some misconceptions that he brought to the airport! Overall, I felt the meeting was quite challenging yet productive.

Take care, George

From: [tsalegisaffairs](#)
Subject: Quorum Call October 3, 2011
Date: Monday, October 03, 2011 8:49:09 AM
Attachments: Quorum call October 3, 2011.docx

•Monday, October 3rd, 2011•

House: The House returns Monday and considers a number of land bills under suspension of the rules.

Senate: The Senate begins the week with a motion to proceed to legislation regarding currency manipulation (S.1619), then moving to judicial nominations, with five federal district judges expected to be confirmed by voice vote.

Today's Meetings/Briefings:

- 1:45 p.m.- George Naccara (FSD in Boston Logan Int. Airport) and Tomeika Blackwell (OLA) will brief Rep. John Mica (R-FL) on TSA's BDO Enhanced Proof of Concept.

Tomorrow's Meetings/Briefings:

- There are no meetings/briefings scheduled for Tuesday, October 4th, 2011.

From: [Culmer, Jonella](#)
Subject: TSA Morning Clips- 10-3-11
Date: Monday, October 03, 2011 7:55:14 AM



[Security gate uses iris scans](#) - Los Angeles Times

-

[Power outage causes delays at Phoenix airport](#) - ABC 15

[Pause, pray, then fly](#) - Charlotte Observer

-

[Airline Industry Hopes to Squash Proposed Takeoff Fees, Security Tax Increases](#) - Congressional Quarterly

-

[Security gate uses iris scans](#)

Los Angeles Times – Hugo Martin

As of yet, no airport in the U.S. uses biometric techniques — such as voice matching, iris scans or fingerprints — to confirm passengers' identities. But that may change.

A Silicon Valley high-tech company last week demonstrated an electronic gate at the Norman Y. Mineta San Jose International Airport that scans a passenger's iris to confirm his or her identity.

The "e-gate" developed by AOptix Technologies Inc. of Campbell has not been approved for use at U.S. airports. Company representatives say the technology is in use on a limited basis at airports in Britain and Qatar and could be ready for deployment throughout the U.S. in about 12 to 18 months.

"We are improving the passenger experience while trying to enhance aviation security," said Joseph Pritikin, director of product marketing for AOptix.

The biggest drawback to using an iris scan is confirming a passenger's identity. To do that, a record of the passenger's iris and ID must be on file. As a result, travelers would have to undergo a scan and submit personal data before going to an airport to catch a flight.

Once airport security officials have your data in a computer system, they could use it to confirm your identity at a checkpoint.

The [Transportation Security Administration](#) plans to launch a pilot program this fall to allow frequent fliers who submit personal data to the government to speed through a special security checkpoint. But that program won't use biometrics.

AOptix's Pritikin said the e-gate system could work with the TSA program because an iris scan takes two seconds and has a very low error rate.

A TSA spokesman said he couldn't comment on AOptix's technology because he had not heard about it.

David Vossbrink, communications director for the San Jose airport, said: "Obviously there is some potential for this technology to be used in the security arena."

-

[Power outage causes delays at Phoenix airport](#)

ABC 15

Passengers got unexpected delays Sunday night at Sky Harbor Airport when power went out around 8 p.m.

Sky Harbor spokesman Mike Sotomayor said Terminal 3 experienced a partial power outage forcing TSA to stop security screenings.

Airport spokeswoman Alisa Smith said five flights were delayed in taxiing and being rerouted to Terminal 2 so passengers could leave the planes. She said there was sufficient lighting for customers inside and emergency lighting in some areas.

Smith said neither departing flights nor the control tower were affected by the power outage.

Arizona Public Service spokesman Steven Gotfried said the outage was caused by a faulty underground cable.

Gotfried said power had been restored to the northern part of Terminal 3 but the southern part was still out.

He said crews were running a temporary cable and expected power to be fully restored by 1 or 2 a.m.

-

[Pause, pray, then fly](#)

Charlotte Observer - Michael Gordon

When the door is always open, no one is truly late.

Worship started at 9:30 a.m. sharp on Sunday at Charlotte/Douglas International Airport. Five minutes later, Steve and Carol Conti of Pittsburgh appeared at the doorway, parked their luggage in the front and took a seat in the back. US Airways pilot Ron Kukuruda ducked in 10 minutes later. David Young was the last to arrive, finding his seat just before the start of communion, five minutes before the closing prayer.

All found time between the ticket counters and their takeoffs to climb 26 steps just past the Cinnabon in the airport's main atrium to practice their faiths.

"It is unbelievable," Steve Conti said afterward, gathering his luggage to catch an 11:30 flight. "Either we don't make church today or we have to go late tonight at home. A 30-minute Mass, and to get something out of it, fantastic."

The worship services at Charlotte/Douglas are nothing new. But the airport's larger spiritual footprint certainly is.

A month ago, the Sunday services - a 9:30 a.m. interdenominational ceremony sandwiched by Catholic Masses - moved to the roomier airport auditorium.

Just down the hall, a new prayer/meditation room opened in June. For the first time in three years, when the expansion of the airport's security checkpoints claimed the original site, passengers and employees have a dedicated getaway for their daily spiritual needs.

A collection of faiths

The new facilities are operated by Charlotte/Douglas' 23-year-old chaplaincy program, one of about 50 at airports coast to coast.

The auditorium seats about 75. The prayer room is more intimate, though it is twice the size of its predecessor. There is a Bible, a Quran, a Jewish Book of Prayer, a rosary. One corner is filled by prayer rugs and a directional map to turn Muslims toward Mecca.

The guest book includes the names of worshippers and religions from around the world. From Europe, from the Middle East, from across the Carolinas. Christians, Muslims, Jews.

"Thanks a lot," wrote Okba E on Sept. 23. He listed himself as a Muslim and resident of "Planet Earth."

Travelers make up most of the Sunday worshippers, and they find the new facilities in a variety of ways.

The Contis heard a public-address announcement after they flew in from Knoxville, Tenn. Young, on his way back to the North Carolina coast after attending the Ohio State football game Saturday, bumped into the sign at the bottom of the stairs. For sharp-eyed passersby, CHAPEL peeks out in small block letters above the Cinnabon logo. This Sunday, all told, the services drew about 45.

"We never know who the travelers are going to be," said the Rev. Conrad Hoover, the retired Catholic priest who joined the chaplaincy program about two years ago. "But they are all so grateful that there's a Mass."

At the airport, Sunday morning is like every other morning. Everybody here needs to be somewhere else, with little or no extra time to get there.

Suffice to say, the religious services get to the point. One hymn, one verse. Five to seven minutes, tops, for the sermon. Hoover, the former pastor at St. Ann in Charlotte, keeps a clock on the altar. Sometimes, when he gets carried away with the spirit, Head Chaplain George Szalony is there to bring him back to earth - and the irrefutable demands of the travel day.

"This is the only place you'll ever hear this: It's OK to leave after communion," Szalony tells those gathered for the 10:30 Mass. It lasted 29 minutes. No one left early.

A Transportation Security Administration employee sat in the front row. For security reasons, she didn't want her name used. She recently rejoined the Catholic Church, and learned about the services from an airport website. She showed up just after 9 to make sure she could find the auditorium. Szalony and Hoover were standing outside.

Here, 20 feet above the moving sidewalks and the beeping passenger carts and the nonstop rattle and hum of a human highway, the TSA worker and the white-haired priest fell into a private conversation. After a few words passed between them, Hoover put his hand on her head. She smiled in surprise, then tears ran down her cheeks. As she was leaving, she said she hoped her job wouldn't keep her from making the last Mass of the day.

And it hadn't. As Hoover ended his last prayer, her eyes were still so bright it was hard to tell if they had dried.

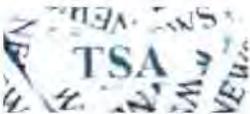
[Airline Industry Hopes to Squash Proposed Takeoff Fees, Security Tax Increases](#)

Congressional Quarterly - Nathan Hurst

The nation's air carriers are ratcheting up a campaign to squelch a White House proposal to increase security taxes levied on airline tickets and collect a \$100 fee for almost every takeoff.

The industry's efforts officially kick off this week, anchored by a new website — Stopairtaxnow.com, slated to launch as early as

From: [McCarthy2, Michael](#)
Subject: TSA Caught on the Web: 9-30-11
Date: Friday, September 30, 2011 6:17:36 PM
Attachments: image001.png
image002.png
image003.png
image004.png



U.S. Media

[Q&A: Guns, knives and grenades at the airport](#)

MSNBC—Harriet Baskas

Last week, for example, a passenger at the Orlando International Airport [showed up with three pistols](#) — a .25-caliber, a .40-caliber semiautomatic and a .357-caliber revolver — in a bag that also contained loose ammunition and a loaded magazine. In Baltimore, the TSA recently found [three throwing knives](#) in the carry-on bag of a Mexico-bound traveler. And on Monday, TSA officers at New York's Albany International Airport discovered [a loaded gun](#) in the purse of a woman heading to Detroit.

[Unruly woman holds up Charlotte flight](#)

WCNC

An US Airways flight was delayed because of an unruly passenger. The incident happened Friday at the Charlotte Douglas International Airport aboard US Airways Flight 1663. According to airport officials, the flight was supposed to leave Charlotte for a direct flight to St. Louis at 11:20 a.m.

[Behind the scenes at LAX](#)

Los Angeles Times—Chris Erskine

In an emergency, ARCC goes into war-room mode, and staff from the [Federal Aviation Administration](#), [Transportation Security Administration](#), Airport Police and other agencies that run LAX move to an even tighter work space where they can work elbow to elbow and make decisions instantly from big-screen info they all share. Where the units once operated independently in seven locations around the airport, they now work together at the ARCC, where an 8 a.m. meeting of the various agency reps kicks off each day.



Who's Talkin' TSA

[Experts chide TSA for poor risk assessment of security measures](#) [Shared Documents](#)

NextGov—Aliya Sternstein

Control over passenger screening technology should be shifted to airlines because the private sector is better than the [Transportation Security Administration](#) at making economical security choices based on risk management analyses, officials from a libertarian think tank said during a Capitol Hill briefing Friday.



[TSA Offices Strengthen International Relationships with Media Training](#)

The Offices of Global Strategies (OGS) and Strategic Communications/Public Affairs (SCPA) joined forces recently in Jamaica to provide a media-incident response briefing seminar and tabletop drill for top-level government officials.

From: [Pistole, John](#)
To: [Smith, Douglas A](#) (b)(6)
Cc: (b)(6)
Subject: Re: Charlotte
Date: Friday, September 30, 2011 10:09:25 AM

Good to hear Douglas, tks for the insight.

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

From: Smith, Douglas A (b)(6)
To: Pistole, John (b)(6)
Cc: Nicholson, David (b)(6); Berumen, Paul (b)(6)
Sent: Fri Sep 30 08:58:39 2011
Subject: Charlotte

John, took advantage of a layover here today and spent a nice time with some of your team here. Talked about planning for the convention and the new trusted traveler pilot. Some of the front line folks were very interested in continuing education opportunities to further their careers at TSA.

Douglas A. Smith
Assistant Secretary
Office of the Private Sector
Department of Homeland Security
O- 202-447 (b)(6)
C- (b)(6)

From: [lsalegisaffairs](#)
Subject: Quorum Call September 30, 2011
Date: Friday, September 30, 2011 9:01:20 AM
Attachments: Quorum call September 30,2011.docx

•Friday, September 30th, 2011•

House: The House reconvenes for legislative session at 2 p.m. on Monday, Oct. 3.

Senate: The Senate reconvenes for legislative session at 2 p.m. on Monday, Oct. 3.

Today's Meetings/Briefings:

- There are no meetings/briefings scheduled for Friday, September 30, 2011.

From: [Brand, Hilary](#)
To: [Pistole, John](#)
Cc: [LeBoeuf, Jon](#)
Subject: FW: Airport Perimeter Security White Paper
Date: Thursday, September 29, 2011 8:48:37 PM

Sir – “read-ahead” for 9:30 a.m. meeting on Friday, 9/30. H.

From: Nicholson, David
Sent: Thursday, September 29, 2011 7:20 PM
To: Houston, Scott; Berumen, Paul
Cc: Brand, Hilary
Subject: RE: Airport Perimeter Security White Paper

Thanks for pasting in, passwords I have do not seem to work in opening the doc.

From: Houston, Scott
Sent: Thursday, September 29, 2011 7:10 PM
To: Berumen, Paul; Nicholson, David
Cc: Brand, Hilary
Subject: Airport Perimeter Security White Paper

Paul and Dave,

Attached (and copied below) is the Airport Perimeter Security White Paper for the meeting tomorrow morning. We worked with TSNM to incorporate their recent efforts to address perimeter security issues with our stakeholders.

I apologize for sending this out so late – we have a lot on our respective plates right now. Moreover, there are no easy fixes for addressing the issues surrounding airport perimeter security. [Full disclosure – TSNM sent me their input yesterday and were not at all responsible for the delay].

<< File: Airport Perimeter Security 9 29 11.doc >>

White Paper:
Airport Perimeter Security

(b)(5)

From: [Lenihan, John](#)
To: [Pistole, John](#); "[Rossides, Gale](#)"
Cc: [McLaughlin, Chris](#)
Subject: Administrator's Daily Wrap (9/29)
Date: Thursday, September 29, 2011 5:10:13 PM

Sir:

Highlights for today, to include the request from Congressman Mica.

Subject: Administrator's Daily Wrap (9/29)

- On Monday, October 3, 2011, OLA is facilitating a request from Congressman Mica to visit and receive a brief on the Assessor Proof of Concept, at Boston Logan. FSD Naccara will provide this brief and be accompanied by HQ OLA Tomeika Blackwell.
- On September 29th, OSO AA Chris McLaughlin and OSO Compliance GM Rich Ham attended the ALEAN 2011 Fall Conference in Las Vegas, NV to brief ALEAN leadership on countering emerging threats using explosives detection canines.
- On September 29th, OSO Field Ops GM Scott Johnson attended the grand opening of the terminal expansion at Portland International Jetport (PWM), Portland ME.

From: [tsalegisaffairs](#)
Subject: Quorum Call Preview September 30, 2011
Date: Thursday, September 29, 2011 4:28:53 PM

**•Friday,
September
30th,
2011•**

Tomorrow's Meetings/Briefings:

- There are no meetings/briefings scheduled for September 30, 2011.

SCHEDULED EVENTS

Date Time Location Committee/

Member Subject Witness/

Briefer OLA-POC

October 3rd 1:45 p.m. BOS Rep. John Mica (R-FL) **Briefing:**

Enhanced BDO Proof of Concept Briefing

George Naccara/FSD Tomeika Blackwell

(OLA)

From: [Hearding, Peter](#)
To: [Nicholson, David](#); [Pistole, John](#); [Rossides, Gale](#); [McLaughlin, Chris](#)
Cc: [Hearding, Peter](#); [Wheeler, Brian <TSA-CFO>](#); [Kane, Robin E](#)
Subject: RE: Briefing Requested By Congressman John Mica - Oct. 3
Date: Thursday, September 29, 2011 2:53:47 PM

Thanks...

Yes, I'll make sure to alert all the appropriate Congressional counterparts - specifically John Tierney (D-MA), who is Chaffetz' counterpart on House Oversight. We'll offer the same briefing to Tierney.

Either I or Tomeika Blackwell will be there for OLA (Tomeika worked the field hearing in BOS last week).

George is available and ready to go.

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

From: Nicholson, David (b)(6)
Sent: Thursday, September 29, 2011 2:41 PM
To: Pistole, John; Rossides, Gale; McLaughlin, Chris
Cc: Hearing, Peter; Wheeler, Brian <TSA-CFO>; Kane, Robin E
Subject: FW: Briefing Requested By Congressman John Mica - Oct. 3

Given that Mr. Mica has declare that any member of congress that supports spending a penny on BDOs needs serious therapy, I suppose we don't have much to lose. And who better in the field to host him than George, assuming he is there and accommodate.

Peter, would you as a courtesy advise our cte majority and minority and the MA member who is from the district?

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

From: Hearing, Peter
Sent: Thursday, September 29, 2011 12:11 PM
To: Nicholson, David ; Berumen, Paul; Fletcher, Kenneth
Cc: 'Goldman, Howard <TSA Exec Ofc>'
Subject: FW: Briefing Requested By Congressman John Mica - Oct. 3

Dave et al -

Rep. Mica's personal office has reached out directly to BOS and is requesting a short briefing on Assessor this coming Monday afternoon.

Since we would accommodate such a request from any Member, I think we should oblige in this case. That is to say, we wouldn't refuse to engage a Member traveling through an airport simply because he/she does not sit on a committee of jurisdiction.

The Congressman will not be traveling with any staffers and has a limited amount of time.

Happy to discuss further at the scheduling meeting.

Pete

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

From: Davis, Ann (b)(6)
Sent: Thursday, September 29, 2011 10:54 AM
To: Hearing, Peter; Blackwell, Tomeika
Cc: Lee, Kristin; Payne, Sterling; Largey, Marie F.
Subject: Briefing Requested By Congressman John Mica - Oct. 3
Importance: High

Pete/Tomeika:

Please see the email below from BOS FSD George Naccara's office. I defer to your judgment on how you want to proceed with Congressman Mica's office.

Thank you,
Ann

From: Largey, Marie F.
Sent: Thursday, September 29, 2011 10:45 AM
To: Davis, Ann
Subject: Briefing to Congressman John Mica - Oct. 3

Hi Ann,

I received a phone call from Congressman Mica's office. The Congressman will be flying out of Boston on Monday at 3:00 (US Air). He would like to meet with a representative from TSA and Massport and receive a briefing concerning the Assessor pilot at Terminal A. He would like to meet at 1:45. He is the chairman of the House Transportation & Infrastructure Committee as well as a member of the of the House Oversight and Government Reform Committee.

I was asked to email the specifics - contact person and meeting location. Is there any reason the FSD should not brief the Congressman? The FSD is available but I will confirm if he wants to do it.

Let me know what you think.

Marie Largey
Executive Assistant
Transportation Security Administration
Logan International Airport - BOS
2 Service Road
East Boston, MA 02128
Phone: 617-568 (b)(6)
email: (b)(6)

From: Pistole, John
To: (b)(6)
Cc:
Subject: Re: Briefing Requested By Congressman John Mica - Oct. 3
Date: Thursday, September 29, 2011 2:47:38 PM

George should brief...tks.

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

From: Nicholson, David (b)(6)
To: Pistole, John (b)(6); Rossides, Gale (b)(6); Laughlin, Chris (b)(6)
Cc: Hearing, Peter (b)(6); Wheeler, Brian <TSA-CFO> (b)(6); Kane, Robin E (b)(6)
Sent: Thu Sep 29 14:40:52 2011
Subject: FW: Briefing Requested By Congressman John Mica - Oct. 3

Given that Mr. Mica has declare that any member of congress that supports spending a penny on BDOs needs serious therapy, I suppose we don't have much to lose. And who better in the field to host him than George, assuming he is there and accommodate.

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

From: Hearing, Peter
Sent: Thursday, September 29, 2011 12:11 PM
To: Nicholson, David ; Berumen, Paul; Fletcher, Kenneth
Cc: 'Goldman, Howard <TSA Exec Ofc>'
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Dave et al -

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

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Cc: Lee, Kristin; Payne, Sterling; Largey, Marie F.
Subject: Briefing Requested By Congressman John Mica - Oct. 3
Importance: High

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Thank you,
Ann

From: Largey, Marie F.
Sent: Thursday, September 29, 2011 10:45 AM
To: Davis, Ann
Subject: Briefing to Congressman John Mica - Oct. 3

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I was asked to email the specifics - contact person and meeting location. Is there any reason the FSD should not brief the Congressman? The FSD is available but I will confirm if he wants to do it.

Let me know what you think.

Marie Largey
Executive Assistant
Transportation Security Administration
Logan International Airport - BOS
2 Service Road
East Boston, MA 02128
Phone: 617-568-(b)(6)
email: (b)(6)

From: Pistole, John
To: (b)(6)
Cc:
Subject: Re:
Date: Wednesday, September 14, 2011 6:13:51 PM

Tks, I'll review....

From: Hearing, Peter (b)(6)
To: Pistole, John (b)(6)
Cc: Rossides, Gale (b)(6); Nicholson, David (b)(6); Goldman, Howard <TSA Exec Ofc> (b)(6); Berumen, Paul (b)(6); Fletcher, Kenneth (b)(6)
Sent: Wed Sep 14 17:56:30 2011
Subject:

Sir –

Below and attached please find a summary of today's subcommittee markup of the TSA authorization measure.

Much of the bill is troubling – especially the Security Directive language, the requirement to deploy ATR 90 days after enactment and a micro-managing approach to checkpoint procedures (pat-downs for children). We did manage to achieve some successful changes to the language, including flexibility for TSA to convene an independent, third-party review of AIT safety, authority for TSA to donate, loan or lease equipment to foreign governments, and the defeat of an amendment that would prohibit the use of foreign repair stations until the rule is published.

In spite of extensive work with the Committee on these issues, they and members were unwilling to further amend many of the bill's provisions to incorporate TSA feedback. While the subcommittee staff have indicated that they hope the full committee may hold a markup on the bill at the beginning of October, no decisions have been made and movement beyond that point is unclear.

DHS OLA is up to speed on all of these issues and are exploring whether a Views Letter or Statement of Administration Policy are appropriate at this point, given our operational concerns.

Happy to discuss further at your convenience.

Best,
Pete

Members Present: Chairman Mike Rogers (R-AL), Rep. Dan Lungren (R-CA), Rep. Chip Cravaack (R-MN), Rep. Joe Walsh (R-IL), Rep. Tim Walberg (R-MI), Rep. Mo Brooks (R-AL), Ranking Member Sheila Jackson Lee (D-TX), Rep. Danny Davis (D-IL), Rep. Jackie Speier (D-CA), and Rep. Cedric Richmond (D-LA)

- Most notably, Chairman Rogers amended his language on Security Directives (SDs) to match Rep. John Mica's (R-FL) amendment to H.R. 2200 during last Congress. The language would require TSA to put all SDs through the public rulemaking process once they have been in effect longer than 180 days. The amendment passed in a party-line vote, and the alternative amendment from Rep. Jackson Lee was rejected along party lines. The Rogers amendment was not included in the amendment roster shared last night (see attachment #2).
- Rep. Cravaack's amendment requiring Automated Target Recognition to be installed on all currently deployed Advanced Imaging Technology (AIT) machines not later than 90 days after the date of the enactment of the bill passed unanimously. The staffers, both majority and minority, are well aware that this simply isn't feasible – and Administrator Pistole briefed the members, including Mr. Cravaack, on this very issue last Thursday, 9/8.
- Also agreed to was an amendment submitted by Rep. Jackson Lee that would require TSA to certify that the image retention capabilities of all AIT machines used to screen passengers at checkpoints have been disabled.
- Rep. Walsh introduced an amendment that would require TSA to develop a strategic plan, including a timeline, to reduce the TSA workforce by 5% by the end of fiscal year 2013, to the extent that such a reduction does not impact security operations. Minority members voiced strenuous objection to this amendment, but it was nevertheless agreed to by a party-line vote.
- Rep. Speier initially offered an amendment that would have prohibited the use of foreign repair stations if TSA did not issue final regulations within 60 days of the enactment of the bill, but she withdrew the amendment following an agreement to write TSA a bipartisan letter urging action on this matter.
- Rep. Jackson Lee submitted two different amendments that would have increased the aviation security fee, but both amendments were defeated along party lines.

Other amendments *agreed to* include:

- requiring the Inspector General to conduct periodic audits of adherence to the standard operating procedures by screening personnel;
- requiring TSA to submit to Congress a risk-based strategy with benchmarks for modifying standard operating procedures for trusted passengers to enter the secure area without removing their shoes;
- requiring a study and report on alternative time and attendance programs for security officers; and
- requiring a report on the impact of final regulations on private sector employment.

Amendments *rejected* include:

- modifying the bill language requiring the dismissal of TSOs who fail to detect either live explosives or fraudulent documents;
- a requirement for TSA to establish an expedited screening program for pilots and crew;
- a requirement for TSA and the Inspector General to review the use of sole-source contracts;
- a requirement for TSA to provide self-defense training to all cabin crewmembers;
- competition in aviation channeling services; and

- a plan for fulfilling the outstanding provisions of the 9/11 Act.

The markup closed with a final vote on the measure, which was passed along party lines, 6-3.

It is worth noting that the bill does not contain language a number of issues, including the use of AIT for primary screening, collective bargaining, and the Screening Partnership Program. Those issues may still be addressed through amendments at the full Committee markup and at the Rules Committee, if the bill advances for floor action.

From: [Nicholson, David](#)
To: [Lee, Kristin](#); [Rossides, Gale](#); [Soule, Greg](#); [Pistole, John](#); [Nicholson, David](#); [Berumen, Paul](#); [Fletcher, Kenneth](#); [Schmidt, Chris](#); [McLaughlin, Chris L](#); [Lenihan, John](#); [Goldman, Howard](#); [Houston, Scott](#); [Johnson, Scott T](#); [Hearding, Peter](#); [Blackwell, Tomeika](#); [Beck, Carol](#); [Hutchinson, Kimberly](#); [Dean, Lynn](#); [Byrne, Sean](#); [Savastana, Tony](#)
Cc: [Payne, Sterling](#); [Riley, J Kawika](#); [Gaches, Lauren](#)
Subject: RE: Mica Editorial - The Hill - Drafting Response
Date: Tuesday, September 13, 2011 6:48:40 PM

Just in case this may help

When TSA was created it hired its first screeners (today called Transportation Security Officers (TSOs)) in March 2002. September 2002 was the last time TSA had less than 16,500 TSOs. Before 2002, checked baggage was not screened. Today checked baggage, cargo, and passengers with their carry-on luggage are all screened. And that screening includes many security layers beginning with passenger vetting against government watch lists. By November 2002, TSA had hired over 56,000 TSOs including full and part time TSOs. Clearly, the nation has from the very first year of TSAs existence, an appropriately sized security force.

Between 2005 and 2010 TSA reduced the number of TSOs devoted to passenger checkpoint screening and check baggage screening from 45,000 full time equivalent positions to less than 37,000. It reinvested those full time equivalent personnel to add security layers such as travel document checkers, bomb appraisal officers, behavior detection officers, and targeted security checks in the broader airport environment. Beyond the transformation for enhanced security, TSA reduced the size of its TSO workforce, by 1,170. Only recently, with the introduction of the Advanced Imaging Technology, has the workforce grown.

Our two headquarters buildings in Arlington house approximately 2,400 federal employees, including centralized operational support functions such as intelligence support 7X24, and deployed national covert testing. The number cited as administrative personnel across the country appears to include front line security watch supervisory personnel, airport operations communications and coordination centers, and the operational leadership at airports.

TSA's initial comparison of costs of federal operations compared to private companies in its screening partnership program was done solely to capture the difference in TSA annual budget impact. It stands by that comparison and it has not been refuted. GAO in looking at all costs continues to find federal screening the least cost alternative. If there is a question ask the GAO a straight up yes or no, which cost model offers least cost. And is there a valid distinction among performance

I think you have all the others re various plots and other stuff.

From: Lee, Kristin [<mailto:Kristin.Lee@dhs.gov>]
Sent: Tuesday, September 13, 2011 6:36 PM
To: Rossides, Gale; Soule, Greg; Pistole, John; Nicholson, David; Berumen, Paul; Fletcher, Kenneth; Schmidt, Chris; McLaughlin, Chris L; Lenihan, John; Goldman, Howard; Houston, Scott; Johnson, Scott

T; Hearing, Peter; Blackwell, Tomeika; Beck, Carol; Hutchinson, Kimberly; Dean, Lynn; Byrne, Sean; Savastana, Tony
Cc: Lee, Kristin; Payne, Sterling; Riley, J Kawika; Gaches, Lauren
Subject: Re: Mica Editorial - The Hill - Drafting Response

We'd recommend a blog post that we can push out to everyone who covered this as well as an LTE - we're drafting both now. Judy Miller is going to be on Hannity tonight - she has our key pushback points as well.

From: Rossides, Gale (b)(6)
To: Soule, Greg (b)(6); Pistole, John (b)(6); Rossides, Gale (b)(6); Nicholson, David (b)(6); Berumen, Paul (b)(6); Fletcher, Kenneth (b)(6); Schmidt, Chris (b)(6); McLaughlin, Chris (b)(6); Lenihan, John (b)(6); Goldman, Howard (b)(6); Houston, Scott (b)(6); Johnson, Scott T (b)(6); Hearing, Peter (b)(6); Blackwell, Tomeika (b)(6); Beck, Carol (b)(6); Hutchinson, Kimberly (b)(6); Dean, Lynn (b)(6); Byrne, Sean (b)(6); Savastana, Tony (b)(6)
Cc: Lee, Kristin (b)(6); Payne, Sterling (b)(6); Riley, J Kawika (b)(6); Gaches, Lauren (b)(6)
Sent: Tue Sep 13 14:32:17 2011
Subject: Re: Mica Editorial - The Hill - Drafting Response

I'm happy to personally author AND sign the letter to the editor back. Perhaps this calls for a press release from the Administration of the accomplishments by TSA---even recognized by the 9/11 Commission- SF, Air Cargo just to mention 2--and the level of commitment of the 60K employees who go to work at airports and fly FAMS missions around the clock, at 4AM while most Americans are asleep.
Gale

From: Soule, Greg (b)(6)
To: Pistole, John (b)(6); Rossides, Gale (b)(6); Nicholson, David (b)(6); Berumen, Paul (b)(6); Fletcher, Kenneth (b)(6); Schmidt, Chris (b)(6); McLaughlin, Chris L (b)(6); Lenihan, John (b)(6); Goldman, Howard <TSA_Exec_gov>; Houston, Scott (b)(6); Johnson, Scott T (b)(6); Hearing, Peter (b)(6); Blackwell, Tomeika (b)(6); Beck, Carol (b)(6); Hutchinson, Kimberly (b)(6); Dean, Lynn (b)(6); Byrne, Sean (b)(6); Savastana, Tony (b)(6)
Cc: Lee, Kristin (b)(6); Payne, Sterling (b)(6); Riley, J. Kawika (b)(6); Gaches, Lauren (b)(6)
Sent: Tue Sep 13 14:10:11 2011
Subject: Mica Editorial - The Hill - Drafting Response

For awareness, we are getting asked for comment on Mica's editorial below. We will work on a response and will reach to folks on this chain for assistance with the fact.

FOX News will discuss tonight on Hannity and I plan to arm Judith Miller with talking points as she will be defending a federalized workforce. I'd appreciate assistance on important (brief) sound bites that she can use to refute Mica's claims.

TSA — A bureaucracy in trouble

By Rep. John Mica (R-Fla.) - 03/15/11 06:23 PM ET

The Transportation Security Administration, created after the 9/11 terrorist attacks, has unfortunately become the epitome of a federal bureaucracy spiraling out of control.

Growing from an initial workforce of 16,500 private screeners, TSA now operates with an ever-expanding federal army of more than 62,500 employees, not to mention scores of contractors. The number of employees at TSA exceeds the staff of nearly half a dozen Cabinet agencies.

TSA's massive administrative staff includes 3,770 bureaucrats in Washington and more than 9,300 administrative personnel across the country. For the nation's 447 airports, that's an average of nearly 30 TSA administrative staff for each airport, before even counting the army of screeners.

Considering that fewer than 30 U.S. airports handle nearly 75 percent of airline passengers, and keeping in mind the \$105,000 average salary for its Washington headquarters staff, even the casual observer can understand why TSA is consumed with protecting its enormous bureaucracy rather than focusing on security.

To justify their positions, Washington TSA bureaucrats regularly request more funding from the agency's administrator and from Congress. Unfortunately, independent testing of TSA screening performance clearly chronicles that even with more bodies, the latest technology and access to incredible resources, TSA fails in its mission to detect terrorists and real risks.

Barely a week passes without a new embarrassment. Weapons, known terrorism suspects and even rogue TSA agents regularly violate the costly, porous system.

TSA's behavior detection program failed to model the successful Israeli program using agent and passenger interaction to identify suspicious behavior, and was found by the General Accountability Office (GAO) to be a fiasco. Although GAO has recommended not increasing funding for this program, TSA has requested yet another \$22 million and 350 more positions to expand this bungled initiative, rather than replace or reform it.

In addition, TSA rarely deploys assets properly to deter threats. The shoe bomber was stopped by passengers and a damp fuse. The liquid bomb plot was foiled by British intelligence. The underwear bomber was prevented by a shoddy device and alert crew and passengers. Saudi intelligence uncovered the cargo package plot. The Times Square bomber was apprehended by Customs and Border Protection after he purchased a last-minute ticket with cash and waltzed past TSA.

Worker attrition also plagues the agency and inflates agency costs unnecessarily. More than a billion dollars has been spent to train replacements for TSA personnel who have walked away from their jobs. Not even collective bargaining will be enough to quell the discontented screeners who come to work and observe a dysfunctional agency top-heavy with highly paid bureaucrats.

Transportation security is unquestionably the responsibility of the federal government.

However, if TSA is to succeed in keeping us safe, it must recast its mission with security as its highest priority. TSA's mission must not primarily be maintaining its huge bureaucracy and human resources operation, or appeasing unions. Identifying security threats and risks, and focusing on those few who would do harm to others, must be their foremost

objective.

In Europe and most western countries, carefully vetted professional screening forces under strict government standards and oversight perform screening. Private contractors are responsible for passenger screening at more than 80 percent of Europe's commercial airports. This arrangement allows the government to prioritize gathering intelligence, adapting protocols to current risks and conducting performance audits.

The law creating TSA also provided this model of private screening with federal oversight as an option for U.S. airports.

Unfortunately, just as GAO found the federal-private model performed significantly better statistically than the all-TSA model, the agency is again protecting its turf, this time by inflating the costs of the program that utilizes private screeners. The government watchdog recently found that TSA cooked the books by failing to account for a number of factors in cost estimates favoring the all-federal model.

TSA has yet to account for all factors to make a viable cost comparison. I believe that once we have an accurate assessment, eliminate a significant number of unnecessary TSA bureaucrats at airports and in Washington, and take into account other factors, a reformed and redirected TSA will provide better security for the traveling public at the best cost to the taxpayer.

Massive bureaucracies even in despotic regimes never operate efficiently, especially as security agencies. Having helped author the original TSA legislation, I can assure you the agency's present structure and excessive bureaucracy were never intended by Congress.

Until TSA refocuses its mission, this more than \$8 billion bureaucracy will continue to grow and fail.

Mica is chairman of the House Committee on Transportation and Infrastructure.

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

From: [Nicholson, David](#)
To: [Nicholson, David](#); [Soule, Greg](#); [Rossides, Gale](#); [Pistole, John](#); [Nicholson, David](#); [Berumen, Paul](#); [Fletcher, Kenneth](#); [Schmidt, Chris](#); [McLaughlin, Chris L](#); [Lenihan, John](#); [Goldman, Howard](#); [Houston, Scott](#); [Johnson, Scott T](#); [Hearding, Peter](#); [Blackwell, Tomeika](#); [Beck, Carol](#); [Hutchinson, Kimberly](#); [Dean, Lynn](#); [Byrne, Sean](#); [Savastana, Tony](#)
Cc: [Lee, Kristin](#); [Payne, Sterling](#); [Riley, J Kawika](#); [Gaches, Lauren](#)
Subject: RE: Mica Editorial - The Hill - Drafting Response
Date: Tuesday, September 13, 2011 5:11:07 PM

I did not mean to give Greg a heart attack by thinking I was saying Greg's facts were wrong. I was answer the question concerning are Ch Mica's implied facts accurate.

From: Nicholson, David
Sent: Tuesday, September 13, 2011 5:07 PM
To: Soule, Greg; Rossides, Gale; Pistole, John; Nicholson, David; Berumen, Paul; Fletcher, Kenneth; Schmidt, Chris; McLaughlin, Chris L; Lenihan, John; Goldman, Howard; Houston, Scott; Johnson, Scott T; Harding, Peter; Blackwell, Tomeika; Beck, Carol; Hutchinson, Kimberly; Dean, Lynn; Byrne, Sean; Savastana, Tony
Cc: Lee, Kristin; Payne, Sterling; Riley, J Kawika; Gaches, Lauren
Subject: RE: Mica Editorial - The Hill - Drafting Response

Some of the facts are wrong or the context misleading. I will offer thoughts on specifics as these are repeat claims that continue to be wrong.

From: Soule, Greg (b)(6)
Sent: Tuesday, September 13, 2011 3:42 PM
To: Soule, Greg; Rossides, Gale; Pistole, John; Nicholson, David; Berumen, Paul; Fletcher, Kenneth; Schmidt, Chris; McLaughlin, Chris L; Lenihan, John; Goldman, Howard; Houston, Scott; Johnson, Scott T; Harding, Peter; Blackwell, Tomeika; Beck, Carol; Hutchinson, Kimberly; Dean, Lynn; Byrne, Sean; Savastana, Tony
Cc: Lee, Kristin; Payne, Sterling; Riley, J Kawika; Gaches, Lauren
Subject: RE: Mica Editorial - The Hill - Drafting Response

Mica is next up on Fox News for those interested in watching.

I will circulate a suggested point/counter point shortly.

Are these facts accurate:

TSA's massive administrative staff includes 3,770 bureaucrats in Washington and more than 9,300 administrative personnel across the country. For the nation's 447 airports, that's an average of nearly 30 TSA administrative staff for each airport, before even counting the army of screeners.

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Greg Soule
Transportation Security Administration
U.S. Department of Homeland Security

From: [Soule, Greg](#)
To: [Pistole, John](#)
Cc: ["Rossides, Gale"](#); [Lee, Kristin](#); [Payne, Sterling](#); [Gaches, Lauren](#); [Berumen, Paul](#); [Nicholson, David](#)
Subject: AP Profile Piece
Date: Thursday, September 08, 2011 2:45:29 PM

Sir,

Eileen is putting the finishing touches on her piece and said it could hit the wires later today or tomorrow. She talked me through it and it seems to be mainly positive with endorsements from Brennan and others. Mica is quoted about TSA, which we can assume won't be glowing.

I will keep you posted on when it goes live.

Thank you,

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

From: [Soule, Greg](#)
To: [Pistole, John](#); [\(b\)\(6\)](#); [Berumen, Paul](#); [Kane, Robin E](#); ["McLaughlin, Chris L"](#); ["Halinski, John W"](#); [Sanders, John P <TSA OST>](#); ["Lenihan, John"](#); [Houston, Scott](#); ["Johnson, Scott T"](#); [Fletcher, Kenneth](#); [Nicholson, David](#); ["Hearding, Peter"](#); ["Hutchinson, Kimberly"](#)
Subject: MarketWatch Piece
Date: Thursday, September 01, 2011 5:42:13 PM

For awareness, MarketWatch.com (part of The Wall Street Journal Digital Network) is posting a piece in the coming days about industry and Congressional views on SPP and AIT purchases.

Mica, Charlotte Airport and AIT manufactures will likely be quoted. I talked with the reporter extensively off the record and provided info on SPP and AIT. I expect to be included but that it will have a negative slant overall.

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

From: [NOC_SWO_Restricted](#)
Cc: [NOC_SWO_Restricted](#); [NOC_SWO](#); [QPS_CAT](#)
Subject: FW: NOC Phase 2 - Concern 0926-11 Update Report 14 - Hurricane Irene - Atlantic Ocean (0515 EDT 27 Aug 11)
Date: Saturday, August 27, 2011 5:16:10 AM
Attachments: Senior Leadership Brief - Hurricane Irene - Atlantic Ocean (0515 EDT 27 Aug 11).pdf
NOC Phase 2 - Concern 0926-11 Update Report 14 - Hurricane Irene - Atlantic Ocean (0515 EDT 27 Aug 11).pdf

Overview: Hurricane Irene has weakened to a Category 1 Hurricane. The center of Irene is expected to make landfall in NC later this morning.

As of 0500 EDT, the National Weather Service - National Hurricane Center reports the center of Hurricane Irene is located approximately 35 miles, south of Cape Lookout and 95 miles south-west of Cape Hatteras, NC moving north north-east at 14 (+1) mph. Maximum sustained winds have decreased to 90 (-10) mph with higher gusts. Hurricane force winds extend outward up to 90 (no change) miles from the center and TS force winds extend outward up to 260 (-30) miles. The estimated minimum central pressure has increased to 952 (+1) millibars.

A Federal Emergency Disaster Declaration was approved for VA, NY, NJ, CT, and MA on 26 and 27 Aug. The states of MD, PA, DE, and have declared states of emergencies in preparation of Hurricane Irene's arrival. Mandatory evacuation orders have been issued in NC, VA, MD, DE, NJ, RI, and NY. Media reports 2.3 million individuals have been ordered to evacuate. There are 120 shelters open within the states of NC, VA, MD, NJ, RI, NY, and PR with 12,666 occupants. NICC reports 67,000 customers are without power in NC; full restoration is unknown.

The New York Mass Transit Authority will begin an incremental suspension of its subway, bus, and Long Island Rail Road, and Metro-North Railroad service beginning at noon. NJ Transit reports, rail, light rail and access link services will be suspended at noon. Amtrak reports the following cancellations: the Northeast Corridor (Washington DC – Boston, MA), the Keystone Corridor (New York City, NY - Harrisburg, PA), the Springfield Line (New Haven, CT - Springfield, MA), the Empire Service (New York City, NY – Albany, NY), the Vermonter (St. Albans, VT – Washington DC), the Piedmont Service (Raleigh, NC – Charlotte, NC), the Northeast Regional services in VA and several long-distance trains. TSA reports numerous airports, from NC to NY, are closed or will be closing today.

FEMA is in contact with all State EOCs in the path of Hurricane Irene and is providing assets and/or support. At 0800 EDT, the FEMA National Response Coordination Center will activate to Level I (full activation) operations. FEMA reports approximately 60,127 (-12,873) customers remain without power in PR; full restoration is expected by Sunday, 28 Aug. Approximately 27,512 (-8,738) customers remain without water in PR; full restoration is unknown. There are no shortfalls or unmet needs reported.

The American Red Cross reports 135 Emergency Response Vehicles (ERVs) are being routed to the east coast to support 70 ERVs that are already located in chapters from SC to ME. The Centers for Disease Control and Prevention are activating the national Public Health Radio Network on 28 Aug. US-CERT is operating from there Continuity of Operations facility. USCG has sent Liaison Officers and assets to support FEMA in the affected states.

The DHS National Operations Center will continue to monitor this storm and publish the next Senior Leadership Brief at 1100 EDT.

From: [Bray, Bob](#)
To: [Pistole, John](#)
Subject: Charlotte JVA
Date: Wednesday, August 17, 2011 4:29:37 PM

We conducted a JVA at Charlotte in September 2010. I sent the entire list to Hilary for her to print for you. We do review perimeter fence and perimeter security on the JVA.

From: [Lee, Kristin](#)
To: [Pistole, John](#); (b)(6) [Hearding,](#)
[Peter](#); [Nicholson, David](#); (b)(6)
Cc: [Payne, Sterling](#)
Subject: National press calls on St Louis arrest
Date: Thursday, August 04, 2011 12:59:19 AM

Fyi: CNN is pinging re: former NBA player Darius Miles (of the Charlotte Bobcats) was arrested at the St Louis Airport today for attempting to bring a loaded gun in his carryon. Here is our statement:

TSA Statement

A loaded firearm was discovered during security screening at Lambert St. Louis International around 3 p.m. this afternoon at checkpoint A. The firearm was detected by a TSA Transportation Security Officer during x-ray screening. TSA notified the local police department, which took control of the item and arrested the passenger.

Background:

This is a good opportunity to remind passengers that bringing a firearm to the checkpoint can result in criminal prosecution and civil penalties of up to \$7,500. Passengers may only transport firearms, ammunition and firearm parts in checked bags. Firearms must be unloaded, properly packed in a hard-sided container, and declared to the airline during the ticket counter check-in process. The TSA and the airport urge passengers who are traveling with firearms to check the TSA web site at www.tsa.gov before traveling. In addition, passengers should also contact their airline regarding its firearm and ammunition carriage policies.

From: Pistole, John
To: (b)(6)
Subject: Re: Monday Wrap
Date: Monday, August 01, 2011 6:43:04 PM

Thanks Dave, good summary. See you tomorrow.

From: Nicholson, David (b)(6)
To: Pistole, John (b)(6); Rossides, Gale (b)(6)
Sent: Mon Aug 01 18:31:15 2011
Subject: Monday Wrap

Good summary from Peter on the day's events with Hill is provided below. Brian W confirmed that Sen L staff told Approps that they planned to cx the field hearing.

SPP issues passed to OSO and Acq.

In addition to the SPP and FAA matters OLA is working re "cte of jurisdiction" issues we are also working a request for info regarding warehouse inventory information...apparently Ch Mica staff looked to the IG to pass the info and the IG appears to have deferred and sent them our way. We are ok with the info they are seeking but are sensitive to how it is delivered and provided.

I believe you have the info re GA aircraft taken by a person in AL and now subject of USCG search as presumed downed at sea...

Some negotiation still going re FY13 but the bulk of issues were resolved over the weekend and today.

No additional action on the matter of potential no-fly one time waiver.

From: Hearing, Peter
Sent: Monday, August 01, 2011 5:03 PM
To: Nicholson, David
Cc: Berumen, Paul; LeBoeuf, Jon; Lee, Kristin; Berge, Bonni; Goldman, Howard <TSA Exec Ofc>
Subject: OLA Report 8/1

Several items for your awareness:

- **EWR Field Hearing** – There's a chance that the 8/18 EWR field hearing could be cancelled –apparently an international CODEL that could take Mr. Lautenberg out of pocket. Not a confirmed cancellation at this point –will keep you posted.
- We received the **request below from T&I committee staffers**. After conferring with DHS OLA, I spoke to Holly and told her we are declining to provide these briefings for the same reasons we declined to respond to the SPP and security clearance inquiries. Holly said she understood that response in terms of the first request, but indicated that declining the second request (to brief the Members) would result in a letter from Mr. Mica.

- **Boston Behavior Detection/Assessor Pilot** – our usual committees (House and Senate Homeland) are interested in briefings on this, as is House Oversight. We’re working on scheduling now. We’re keeping Senate Commerce informed on this and all RBS-related initiatives, but they’ve been very quiet while they work through the FAA bill.
- **FAA Reauthorization** – spoke with Sen. Jay Rockefeller’s (D-WV) staff – they are working on a short-term reauthorization to get to the end of the fiscal year; little has changed in terms of positions on the SPP language (Rockefeller prefers the modified Blunt language, King prefers his own bill language) to be addressed in the long-term authorization. They will circle back with us on that issue once the short-term extension is passed.
- **FAA Airmen Certificates** – as discussed earlier, we’ve attempted to arrange a joint briefing, but House Homeland is not interested in including T&. However, House Homeland plans to invite TSA and FAA to discuss the matter with them. So we will have an opportunity to inform the appropriate committee staffers – and we will not participate in the briefing with T&I.
- **SFO-SPP Contract** – we continue to hear from Rep. Jackie Speier’s (D-CA) staff on the issue of increasing the FTE count for SFO. Speier’s office is hearing constantly from both SFO and Covenant and, in turn, inquiries with us on a daily basis about the status of the contract modification. We’re working hard to keep this at the staff level, but given the tone of the conversation lately, it’s possible Speier could ask for a call with the Administrator. Will keep you posted.
- **Threat/AIT update Member briefings**– Last week Ms. Rossides requested a plan for conducting classified Member briefings on AIT and associated threats. I’ve had extensive conversations with House Homeland on this issue and made several suggestions to them. Neither the Mike Rogers (R-AL) nor the Jackson Lee (D-TX) staffers are willing to host a larger Member-level threat briefing at this point. However, both of those Members are eager to sit in together and observe the Administrator’s Daily Intelligence Briefing (ADIB) at some point in the very near future, likely some time after Labor Day. Following ADIB we can discuss AIT-related threats and other issues. (For awareness, roughly 2 months ago Mr. Pistole indicated he would be happy to host Members interested in observing ADIB).
 - On the Senate side, we have some serious catching up to do with Commerce once they get an FAA bill passed – and we can’t get anything scheduled until they do. Senate Homeland is easy to work with – we can work on setting up a Lieberman/Collins briefing after the recess.
 - In terms of “outside the box” outreach, I’ve asked David Rosenbaum here in OLA to pull together a list Members that we don’t usually interact with – we’ll have that list later this week and can discuss further.

From: (b)(6)
Sent: Monday, August 01, 2011 1:07 PM
To: 'Berge, Bonni'; 'Hearding, Peter'
Cc: Perez, Simone; Edwards, Bailey; McMaster, Sean; Boyajian, Shant; Coon, Jim; Miller, Jimmy
Subject: TSA briefing requests...

Bonni and Pete,

I have two requests:

1. Can we get a staff briefing on the changes to be adopted to the SPOT Program sometime in August? If it needs to be in a classified setting we can make arrangements.
2. I would like to begin arrangements for a classified Aviation Threat Briefing for Members of the Aviation Subcommittee (bipartisan) sometime in September when the Members return. Can you suggest several dates and times that work for your team, and we will coordinate with the Members and locate a room. I am putting this request in now to allow plenty of time to get this squared away.

Thanks!

(b)(6)

(b)(6)

Republican Staff Director and Senior Counsel
Subcommittee on Aviation
2251 Rayburn House Office Building
Washington, D.C. 20515
(202) 226-(b)(6)
Fax: (202) 225-4629

From: [Pistole, John](#)
To: [Rossides, Gale](#)
Subject: Re: Yesterday's Wrap
Date: Friday, July 29, 2011 9:01:55 AM

Thanks for the great wrap Gale, and for covering the S2 call today.
Beautiful here, cool (50's), dry and a great commute!
Hope it goes well today. (b)(6)
John

----- Original Message -----
From: Rossides, Gale
To: Pistole, John
Sent: Fri Jul 29 07:29:58 2011
Subject: Yesterday's Wrap

ADIB- routine;

Dave N held a scheduling mtg and already has had a positive impact just asking the right questions; I did Delta Board mtg w/ Richard Anderson - could have talked more for hours--overall very very positive- Anderson praised TSA and progress over 10 yrs and direction now- lots of great questions in general too about how we do things;

(b)(6) he said it went well.

David Heyman called re: Air Domain Awareness--that still is around- I agreed to review a doc today for him to try to get last issues resolved;
You have latest on Asiana cargo crash; Acting IG called - Mica has requested an old IG audit report on our tech storage processes-- old problem, since fixed but IG has to provide report;
I have OI, SSI, CIO and OCC looking at whole issue of how we manage docs, how we classify them, and what IT system security reqs we need to raise classification of docs--Another important step in changing TSA's culture of a high performing CT agency;
Mike Novak and I approved bringing our FAMs out of Minot, ND- they were being put in tents, had no storage capabilities for guns, and it appears to be turning into a bit of a local politics issue and it isn't clear that FEMA has management control anymore. If need be, we'll send back in fresh folks;
Saw clip of your talk-- wish we all could have been there w/ you.
Today: Friday- I will do noon call w/ s2 on budget (mandatory- she wouldn't accept Dave on call); hope you continue to have a good trip---and oh! (b)(6)
Gale

From: [Lee, Kristin](#)
To: [Pistole, John](#); [Rossides, Gale](#); [Byrne, Sean](#); [Katz, Deborah](#); [Berumen, Paul](#); [Nicholson, David](#); [Hearding, Peter](#)
Cc: [Payne, Sterling](#)
Subject: Washington Times article
Date: Friday, July 29, 2011 12:12:40 AM

Shaun Waterman at the Times asked a question on collective bargaining and based this article around it along with a predictable Washington Times headline. Our other reporters are very interested in the behavior detection and children pilots - they'll write once we release more details.

Here is the Washington Times article:

TSA chief embraces unionization

Pistole's claim of benefits for safety agency draws GOP fire

By Shaun Waterman

The Washington Times

ASPEN, Colo. — Transportation Security Administration chief John S. Pistole on Thursday welcomed the controversial unionization of his agency's 47,000 airport screeners.

"I think collective bargaining at the national level ... will help in things completely unrelated to the security aspect," such as consistency of management standards, Mr. Pistole told the Aspen Security Forum.

He said that at employee town halls at airports across the country, he had been "hearing frustrations from front-line officers about the lack of consistency" from their management on issues such as performance feedback or how to wear their uniforms.

When he took over TSA in 2009, Mr. Pistole added, "A lot of people don't realize — there were already 13,000 [screeners] paying dues to one of two unions, without any collective-bargaining authority, so there was a frustration" about that, too.

Collective bargaining, he noted, would only cover "nonsecurity employment issues" and would specifically exclude any topics that might affect security, such as security procedures, the deployment of personnel or equipment, testing and qualifications for screeners, disciplinary issues, and pay and pensions.

He added that in February, when he allowed the vote on collective bargaining, an election for TSA workers to choose a union had already been ordered by the Federal Labor Relations Authority. To hold such a ballot and allow staff to choose a union to represent them exclusively, without granting collective-bargaining authority to the union they picked, "would make no sense," he concluded.

The vote took place in March and of the 19,000 who voted, only 3,000 voted against having a union represent them. Of the 28,000 or so screeners who didn't vote, Mr. Pistole said, "I don't know what they thought about the issue."

The move has proved controversial on Capitol Hill, where critics argue that, as a security agency, the TSA should be like the CIA, FBI or Secret Service, none of which allows collective bargaining.

Rep. John L. Mica, Florida Republican and chairman of the powerful Transportation and Infrastructure Committee, which has jurisdiction over TSA, criticized Mr. Pistole's comments.

"Even with collective bargaining, frustrated TSA employees will still be forced to deal with a dysfunctional, top-heavy federal agency, with 3,800 bureaucrats in Washington making an average of \$105,000 per year. The only solution to TSA's many problems is a dramatic overhaul of the agency," he

said Thursday.

Others have also criticized the move. "Collective bargaining is inherently adversarial," according to the Heritage Foundation's James Sherk. "Pitting employees and employers against each other at the bargaining table fosters attitudes of 'labor versus management' that often leads to strikes and job actions."

But Rep. Bennie Thompson of Mississippi, the ranking Democrat on the Homeland Security Committee, welcomed Mr. Pistole 's comments.

"Collective-bargaining rights can actually enhance workforce productivity, morale, and TSAs mission without diminishing our security. TSA made that determination when the issue was studied. There was a decision, there was an election, there was a winner. Its a settled matter," said Mr. Thompson, whose panel oversees the TSA 's parent agency.

From: [Nicholson, David](#)
To: [Hearding, Peter](#); [Rossides, Gale](#); [Lee, Kristin](#); [Pistole, John](#); [Berge, Bonni](#); [Nicholson, David](#)
Cc: [Payne, Sterling](#); [Kimball, Nicholas](#); [Soule, Greg](#); [Berumen, Paul](#); [Macias, Art <Chief of Staff>](#)
Subject: RE: heads-up on Bloomberg inquiry re: Mica statement
Date: Thursday, July 14, 2011 2:44:27 PM

Worth adding a sentence to the effect -- "TSA continues to work closely with its congressional committees of jurisdiction."?

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

From: Hearing, Pete (b)(6)
Sent: Thursday, July 14, 2011 2:25 PM
To: Rossides, Gale; Lee, Kristin; Pistole, John; Hearing, Peter; Berge, Bonni; Nicholson, David
Cc: Payne, Sterling; Kimball, Nicholas; Soule, Greg; Berumen, Paul; Macias, Art <Chief of Staff>
Subject: RE: heads-up on Bloomberg inquiry re: Mica statement

He's lost the jurisdictional argument, so by suggesting that TSA is removed from DHS he could attempt to reclaim the agency under his T&I committee.

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

From: Rossides, Gale (b)(6)
Sent: Thursday, July 14, 2011 2:21 PM
To: Lee, Kristin; Pistole, John; Rossides, Gale; Hearing, Peter; Berge, Bonni; Nicholson, David
Cc: Payne, Sterling; Kimball, Nicholas; Soule, Greg; Berumen, Paul; Macias, Art <Chief of Staff>
Subject: RE: heads-up on Bloomberg inquiry re: Mica statement

I'd add: "We appreciate Cong Mica's support for TSA and for the Administrator."..... !

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

From: Lee, Kristin (b)(6)
Sent: Thursday, July 14, 2011 2:18 PM
To: Pistole, John; Rossides, Gale; Hearing, Peter; Berge, Bonni; Nicholson, David
Cc: Payne, Sterling; Kimball, Nicholas; Soule, Greg; Riley, J. Kawika; Horowitz, Sarah; Berumen, Paul; Macias, Art <Chief of Staff>
Subject: heads-up on Bloomberg inquiry re: Mica statement

Please see request from Bloomberg along with WH and TSA statement (WH and DHS have signed off):

BLOOMBERG NEWS INQUIRY ON DEADLINE

I'm Puneet Kollipara with Bloomberg News. I'm writing because we interviewed Representative John Mica, chairman of the House Transportation and Infrastructure Committee. He said that the TSA should be made more independent of the Department of Homeland Security to help it carry out its operations more independently. He said, for starters, that the TSA administrator should be a first-tier appointment for the president instead of being a later appointment, and the administrator should be paid more and given more power to change its own operations and programs. He didn't offer many specifics. I was wondering if you could respond to those comments from Chairman Mica. I am on a deadline

for as soon as possible so we'd appreciate a prompt response. Thanks,

From me:

The TSA is an integral part of the Department of Homeland Security, playing a vital role in the security of the traveling public. As part of DHS, TSA has close coordination with agencies across the department, leveraging the various expertise and abilities as they work every day to keep the American public safe. The President has made clear that the security of our nation is his top priority and has full confidence in Administrator Pistole and the entire DHS leadership team.

From TSA:

Administrator Pistole is focused on ensuring TSA continues to take steps to keep the traveling public safe. TSA has been part of DHS from the beginning, and we believe the productive relationship we have with our partner agencies is critical to our continued shared goal of keeping Americans safe.

From: [Pistole, John](#)
To: [Lee, Kristin](#); [\(b\)\(6\)](#); [Sammon, John](#); [Berumen, Paul](#); [Hearding, Peter](#)
Cc: [Kimball, Nicholas](#); [Soule, Greg](#); [Payne, Sterling](#)
Subject: Re: nbc evening news
Date: Wednesday, July 13, 2011 6:36:54 PM

Ok, tks...t

From: Lee, Kristin
To: Pistole, John; Rossides, Gale [\(b\)\(6\)](#); Sammon, John; Berumen, Paul; Harding, Peter
Cc: Kimball, Nicholas; Soule, Greg; Payne, Sterling
Sent: Wed Jul 13 18:31:11 2011
Subject: nbc evening news

NBC is running something on the evening news tonight. While they're usually fair, tonight's newscast will pull from the Mica/Chaffetz information and will be negative. We gave them a strong quote on deadline but want to make you aware. We're looking forward to tomorrow's positive announcement along with the numerous other announcements we have lined up.

From: [Rossides, Gale](#)
To: [Pistole, John](#); [Lee, Kristin](#); [Sammon, John](#); [Hofsass, Douglas](#); [Kerner, Francine](#); [Nicholson, David](#); [Kane, Robin E](#); [Sanders, John E](#); [Lenihan, John](#); [Hearding, Peter](#); [Berge, Bonni](#)
Subject: FW: ACI-NA Security Notice: House Hearing on Airport Perimeter Security
Date: Wednesday, July 13, 2011 12:35:55 PM

From: Kair, Lee R
Sent: Wednesday, July 13, 2011 12:09 PM
To: Rossides, Gale
Subject: Fw: ACI-NA Security Notice: House Hearing on Airport Perimeter Security

Interesting recap

From: ACINA-from-q5M0X@listpilot.net <ACINA-from-q5M0X@listpilot.net>
To: Kair, Lee R (b)(6)
Sent: Wed Jul 13 12:01:30 2011
Subject: ACI-NA Security Notice: House Hearing on Airport Perimeter Security

[View this message in web browser](#)



ACI-NA Security Notice

July 13, 2011

Public Safety & Security Committee

*Enhancing the safety
and security of
airports.*

News
Leadership
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This morning, the House National Security, Homeland Defense and Foreign Operations Subcommittee held a hearing titled "TSA Oversight Part II: Airport Perimeter Security".

Witnesses

- [John Sammon](#), Assistant Administrator, TSA
- [Stephen Lord](#), Director, Homeland Security and Justice Issues, GAO
- [Rafi Ron](#), President, New Age Security Solutions (former Director of Security, Tel Aviv Ben Gurion International Airport)
- [Jerry Orr](#), Airport Director and Operator, Charlotte International Airport
- [William Parker](#), Inspector, K-9 Unit, Amtrak Police Department
 - Mr. Parker brought in a trained canine to do a demonstration for the Subcommittee members on how effective canines can be for explosive detection.

Questions

Subcommittee Chairman Jason Chaffetz (R-UT) asked why all commercial service airports have not received a joint vulnerability assessment. He went on to say he is disappointed that over 80% of the commercial service airports have not received these assessments. Mr. Sammon responded that joint vulnerability assessments are done in partnership with FBI on a rolling basis every three years.

Subcommittee Ranking Member John Tierney (D-MA) asked TSA about the Screening of Passengers by Observation Techniques (SPOT) program and how it differs from a random search. Mr. Sammon explained that the SPOT program analyzes micro-facial anomalies in order to detect suspicious persons.

Ranking Member Tierney asked Mr. Ron if he thought investment in the SPOT program was worthwhile. Mr. Ron stated that investment in the SPOT program is worthwhile, but that it was only one level of detection. He went on to explain that investment in technology is also essential.

Ranking Member Tierney asked Mr. Orr if he were to opt-out of TSA screening, would he be willing to accept liability for screening. Mr. Orr answered that yes, he would be willing to accept liability and believes the airport already has some liability when it comes to keeping the facility secure.

Congressman John Mica (R-FL) asked TSA why it has taken so long for the Charlotte airport to hear back from TSA on their airport security program (ASP) amendment on perimeter security. Mr. Sammon responded that the amendment was worked out locally and needs to be approved by TSA headquarters. Mr. Mica responded that he would be interested to know how many TSA employees that work in Charlotte make over \$100,000/year. He went on to state that Mr. Orr was brave for being willing to testify. Mr. Mica asked Mr. Orr to alert the Committee if he felt he receives hostile treatment or is intimidated by TSA after appearing before the Committee today.

Chairman Chaffetz stated that he believes that TSA should invest more in dogs as they are cheaper and more accurate than advanced imaging technology (AIT). Mr. Sammon stated that canine teams are very expensive, costing hundreds of thousands of dollars. Chairman Chaffetz argued with Mr. Sammon saying dollar for dollar canines are cheaper and much more accurate.

Chairman Chaffetz asked how background checks at the airport are processed. Mr. Sammon explained that data is transmitted from the airport to AAAE's Transportation Security Clearinghouse to TSA. He explained that individuals receive a security threat assessment or a watch list check and receive a criminal history record check.

Chairman Chaffetz asked TSA about the perimeter fence at JFK and explained that media sources have stated that the project to enhance the fence is running four years behind schedule. Mr. Sammon stated he didn't know the status of the project and he would get back to the Committee. Chairman Chaffetz explained that he would like to understand the status of the project.

Chairman Chaffetz asked TSA about the standard for airport perimeters and if they vary even within airports. Mr. Sammon explained that there are a variety of factors used to determine the standards for particular parts of the airport perimeters, including risk, geography, and use of the area. He went on to say that TSA works with airports individually on a plan for perimeter security.

Congressman Blake Farenthold (R-TX) asked Mr. Ron what things he would look at if he were made head of TSA. Mr. Ron stated that he would move to a true high-risk passenger screening system. He went on to say that he believes TSOs needs to interact and interview passengers who are flagged as being higher risk.

Chairman Chaffetz asked the panel to explain where they would like to go from here. Mr. Sammon stated that he would like to see TSA and Congress work together to develop a truly risk-based system. Mr. Orr stated that he would like to see a more collaborative working relationship with TSA. Mr. Ron stated that he would like TSA to focus on the vulnerabilities that exist beyond the checkpoint.

If you have any questions or comments, please contact [Christopher R. Bidwell](#), Vice President, Security and Facilitation, at (202) 861-8081 or [Lydia T. Kellogg](#), Director, Public Safety and Security, at (202) 861-8082.

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From: [Hearding, Peter](#)
To: [Pistole, John](#); [Rossides, Gale](#); [Verte, Robert <TSA OCC>](#); [Berumen, Paul](#)
Subject: Fw: Summary of 7/13 Oversight and Government Reform Hearing
Date: Wednesday, July 13, 2011 12:18:04 PM

FYA

From: Rosenbaum, David
To: Hearing, Peter
Sent: Wed Jul 13 11:57:29 2011
Subject: Summary of 7/13 Oversight and Government Reform Hearing

The OGR hearing concluded at 11:15 this morning. Six of the 17 possible members appeared during the hearing.

During his opening statement Chairman Chaffetz (R-UT) voiced his concerns regarding “more than 25,000 security breaches at our nation’s airports since 9/11.” He also raised concerns about his perceived lack of national standards for airport perimeter security plans and for reducing the “insider threat” from the “900,000 individuals with access to sensitive areas.” The Chairman also reiterated his position that canine teams are the best way to detect explosives.

Ranking Member John Tierney (D-MA) then noted his concerns about the scientific studies related to the SPOT/BDO program, he explained his understanding of the limited role TSA plays in operational perimeter security and voiced his desire to work to ensure all aspects of airports are more secure. Congressman John Mica (R-FL) noted his concerns with the a number of aspects of TSA including administrative staff and an issue involving rental car parking in Tallahassee near the airport.

During the opening statements, AA Sammon discussed TSA’s responsibility at commercial airports, the requirement that airports to lead this critical operational mission and the need and importance of working with airports to do comprehensive assessments, while providing them the ability to do self assessments. Mr. Lord discussed the challenges that TSA faces in conducting JVAs for every airport. He spoke about SPOT/BDO and the need for more scientific testing, the need to expand JVAs and the reasons that TSA struggles to purchase baggage screening systems that meet the requirements of the newest standards. T.J. Orr of the Charlotte Airport noted his struggles in working with TSA and the need for TSA to provide more latitude to airport operators regarding security plans. He suggested that Congress should shift funding away from TSA and give it directly to airports for security functions. Rafi Ron raised his concerns that there is an impropriate imbalance between funding and attention for passenger and baggage screening and airport perimeter security. In addition, he noted that TSA should move towards a more risk based screening regime.

David Rosenbaum

Transportation Security Administration

(b)(6)

571-227-(b)(6) Direct

571-227-(b)(6) Main Line

From: [Nicholson, David](#)
To: [Kimball, Nicholas](#); [Rossides, Gale](#); [Lee, Kristin](#); [Pistole, John](#); [Walton, Kimberly](#); [Hearding, Peter](#); [Kane, Robin E](#); [Sammon, John](#); [Nicholson, David](#)
Cc: [Berumen, Paul](#); [Payne, Sterling](#); [Soule, Greg](#); [Gaches, Lauren](#); [Merritt, Marianna](#); [Wheeler, Brian <TSA-CFO>](#); [Gray, Sarah](#)
Subject: RE: GAO Cites TSA Detection Equipment Standards Disarray
Date: Tuesday, July 12, 2011 2:36:35 PM

Actually the President's budget for EDS Systems is \$523 million, as someone overlooked the \$250 mandatory appropriation. \$273 million is just the discretionary piece.

From: Kimball, Nicholas (b)(6)
Sent: Tuesday, July 12, 2011 2:10 PM
To: Rossides, Gale; Lee, Kristin; Pistole, John; Walton, Kimberly; Harding, Peter; Kane, Robin E; Sammon, John; Nicholson, David
Cc: Berumen, Paul; Payne, Sterling; Soule, Greg; Gaches, Lauren
Subject: RE: GAO Cites TSA Detection Equipment Standards Disarray

Thanks, Gale. With GAO reports the talking points are developed by DHS well in advance of the report being issued. Pulled directly from those cleared talking points is how we plan to respond. Please let me know if you have issues. We will also be certain to point out the title of the report and try to help reporters look past Mica's release and to the substance of the report itself.

The standard currently in use by the majority of Explosive Detection System (EDS) units in U.S. airports, referenced in the report as the "1998 standard," provides the most stringent level of checked baggage security in the world. TSA uses robust technologies, including EDS and Explosive Trace Detection (ETD) technology to screen 100 percent of checked baggage on passenger aircraft. All new EDS units purchased by TSA and technologies currently undergoing lab testing allow TSA to upgrade the software to meet revised standards without replacing the physical equipment. New EDS units purchased by TSA and technologies undergoing lab testing meet the 2010 standard. The President's FY 2012 budget request includes \$273 million to support the recapitalization and deployment of EDS for checked baggage to efficiently screen baggage for explosives, reducing the number of re-scans and physical bag searches.

Thank you

From: Rossides, Gale (b)(6)
Sent: Tuesday, July 12, 2011 2:06 PM
To: Lee, Kristin; Pistole, John; Rossides, Gale; Walton, Kimberly; Harding, Peter; Kane, Robin E; Sammon, John; Nicholson, David
Cc: Berumen, Paul; Payne, Sterling; Kimball, Nicholas; Soule, Greg; Gaches, Lauren
Subject: RE: GAO Cites TSA Detection Equipment Standards Disarray

Let's not be baited by the commentary in this report but rather look to the actual GAO report which has a number of very positive statements. I have a copy on my desk if anyone needs it; their actual report is infact entitled: "TSA Has Enhanced Its Explosives Detection Requirements for checked Baggage, but Additional Screening Actions are Needed".

From: Lee, Kristin (b)(6)
Sent: Tuesday, July 12, 2011 1:48 PM
To: Pistole, John; Rossides, Gale; Walton, Kimberly; Harding, Peter; Kane, Robin E; Sammon, John;

Nicholson, David

Cc: Berumen, Paul; Payne, Sterling; Kimball, Nicholas; Soule, Greg; Gaches, Lauren

Subject: FW: GAO Cites TSA Detection Equipment Standards Disarray

For awareness, we are getting a number of media calls related to the release below, including from others who are definitely writing. We're coordinating with DHS on proposed response.

From: Ashley Halsey (b)(6)
Sent: Tuesday, July 12, 2011 12:48 PM
To: Kimball, Nicholas
Subject: Fw: GAO Cites TSA Detection Equipment Standards Disarray

Nick,

Are you all going to put out any response to this for public consumption? At the moment, I'm not inclined to write on it (the release seems to overplay the report's findings a bit), but I thought I'd better touch base with you so that I'm prepared should my editors decide a story is warranted.

Thanks much,
Ashley
Ashley Halsey
Transportation Writer
The Washington Post

(b)(6)

(b)(6)

-----Forwarded by Ashley Halsey/news/TWP on 07/12/2011 12:44PM -----

To:
From: (b)(6)
Date: 07/12/2011 12:18PM
Subject: GAO Cites TSA Detection Equipment Standards Disarray

	<p style="text-align: center;">NEWS RELEASE</p> <p style="text-align: center;">Committee on Transportation and Infrastructure</p> <p style="text-align: center;"><i>Congressman John L. Mica, Chairman</i></p> <p style="text-align: center;">2165 Rayburn H.O.B. Washington, D.C. 20515 202.225.9446 transportation.house.gov</p>
---	---

For Immediate Release
Justin Harclerode
July 12, 2011

Contact:

(202) 226-8767

GAO Cites TSA Detection Equipment Standards Disarray

Washington, DC – The U.S. Government Accountability Office

(GAO) today will release a report detailing unacceptable delays and inefficiencies in the Transportation Security Administration's (TSA) deployment of explosive detection equipment standards for airport checked baggage screening.

The report was conducted at the request of House Transportation and Infrastructure Committee Chairman John L. Mica (R-FL) and U.S. Rep. Charlie Dent (R-PA). GAO was tasked with reviewing TSA's efforts to improve explosives detection requirements for checked-baggage-screening technologies and to ensure that newly acquired and currently deployed explosives detection technologies meet the enhanced requirements.

"Not only has TSA failed to complete implementation of the 2005 standards, now the 2010 standards will be delayed, leaving the whole process in disarray," **Mica** said.

In January 2010, the TSA revised explosives detection requirements for the explosive detection systems (EDS) to better address current terrorist threats. The specific details included in the 2010 EDS requirements, such as the physical characteristics and minimum masses of each of the explosives types that EDS machines must detect, are classified. However, GAO found that as TSA seeks to implement detection standards developed in January 2010, the agency is already behind the curve as it has yet to fully implement its 2005 detection standards.

TSA plans a phased implementation of the 2010 detection standards. The first tier in this approach includes continued implementation of the 2005 standards. GAO indicates that TSA's complete lack of a plan to upgrade its checked baggage screening technology makes it unclear how long it will take for the different phases and tiers to be completed.

"Unbelievably, TSA has not fully implemented explosive detection screening technology requirements after six years and is trying to play catch-up while delaying implementation of the most up-to-date detection standards intended to address current terrorist threats," **Mica** said. "TSA's delays and poor planning continue to waste our limited resources, threaten transportation security, and weaken our ability to address the latest terrorist threats.

Mica continued, "This adds to TSA's growing list of problems previously highlighted by GAO, including the failed development of the SPOT behavior detection program, chaos in the transportation worker identification credentialing program, and TSA's use of faulty cost estimates to make the all-federal screening model appear to be less costly than contract screener operations."

In their report, GAO raises concerns with the tiered approach, such as multiple upgrades being performed on the same machines and potential security gaps between EDS and explosive trace detection (ETD) systems. Both systems are used in conjunction to screen checked baggage, but only the EDS detection requirements were updated in response to the latest threat assessments.

The report also cites poor TSA communication with EDS vendors, adding to delays and costs in meeting the explosive detection standards.

GAO recommends that TSA craft a plan for deployment of EDSs that will meet the 2010 requirements, and develop an integrated master procurement schedule for the entire Electronic Baggage Screening Program.

GAO's report can be read at <http://www.gao.gov/new.items/d11740.pdf>.

###

<http://transportation.house.gov>



From: [Halinski, John W](#)
To: [Pistole, John](#); [Rossides, Gale](#)
Subject: Fw: CODEL Mica
Date: Thursday, June 30, 2011 2:45:28 PM

Sir/Ma'am

FYI on readout of Mica visit. Comments on last email. Ray Montgomery is our Rome TSAR that covers Israel.

John

From: Hoggan, Kelly (TSA)
To: Halinski, John W
Sent: Thu Jun 30 14:41:23 2011
Subject: Fw: CODEL Mica

Maybe you should send to GR about the mica comments?

From: Drury, Jill (b)(6)
To: Halinski, John W (b)(6); Hoggan, Kelly (b)(6)
Sent: Thu Jun 30 14:20:38 2011
Subject: Fw: CODEL Mica

Good read out fro Ray below on the Codel.

Amazing to get positive feedback from Mica on our International work (including support for add't resources).

It bothers me that Mica would speak negatively about our agency domestic opns in front of a foreign gov't though. That is not right. - Jill

From: McCaffrey, George
To: Montgomery, Ray ; Rosenbaum, David; Brown, Michael A <TSA HQ>; Hearing, Peter
Cc: Drury, Jill; Wolstenholme, Lynne; Olsen, Amy; Vieco, Russell E; Presas, Jesus
Sent: Thu Jun 30 13:47:26 2011
Subject: Re: CODEL Mica

Ray - thanks for the readout. This is valuable for SA. I am with Jill - sure we will pass this to John and Kelly. George

From: Montgomery, Ray
To: Rosenbaum, David; Brown, Michael A <TSA HQ>; Hearing, Peter
Cc: Drury, Jill; McCaffrey, George; Wolstenholme, Lynne; Olsen, Amy; Vieco, Russell E; Presas, Jesus
Sent: Thu Jun 30 13:43:06 2011
Subject: CODEL Mica

To all:

CODEL Mica visit to Israel is complete. The Israelis did a great job of providing a general overview. Mica had specific questions about the aviation security strategy that included security officer recruitment, training, profiling, and risk based methodology. Lots of comments from Mica about TSA's domestic failures; specifically, the SPOT/BDO program, AIT deployment, and human resource

policies. The Israel MOT and MOI said, directly to the CODEL several times, that TSA has been an excellent partner in coordinating aviation security matters. Mica complemented TSA/OGS for its overseas programs but indicated that more people are needed internationally to help mitigate the threat.

Ray Montgomery/TSAR Rome

From: [StPierre, Tracey](#)
To: [Pistole, John](#); [Rossides, Gale](#); [Walton, Kimberly](#); [Macias, Art <Chief of Staff>](#); [Heffernan, Claire M.](#); [Vieco, Russell E](#); [Dean, Lynn](#); [Goldman, Howard <TSA OCC>](#); [Macias, Art <Chief of Staff>](#); [Berumen, Paul](#); [Kerner, Francine](#); [LeGrys, LaVita](#); [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](#); [Kair, Lee R](#); [Lenihan, John](#); [Lee, Kristin](#); [Payne, Sterling](#); [Hofsass, Douglas](#); [Wellen, Greg](#); [Sadler, Stephen](#); [LeBoeuf, Jon](#); [Hutchinson, Kimberly](#); [Kauffman, Keith G](#); [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](#); [Victor, Nancy](#); [Byrne, Sean](#); [Duncan, James G.](#); [Houston, Scott](#)
Cc: [Pringle, Veronica](#); [Ryan, William](#); [Strosnider, Brian](#); [Antush, Tom](#); [Smith, Rebecca A.](#); [McCormick, Ryan](#); [Ross, Mark](#); [Smith, Karlye](#); [Hall, Sara](#); [Keenan, Siobhan](#); [Curtis, Stephanie](#); [Friedman, Nanea](#); [Johnson, Sherry A.](#); [Flippo, Ian](#); [Bajwa, Neeta](#); [Flippo, Ian](#); [Mullen, Corie](#)
Subject: Daily Incoming Mail and Tasker Report - Monday, June 27, 2011
Date: Monday, June 27, 2011 5:53:33 PM
Attachments: TSA-110627-008_I.pdf
DRAFT Academic Engagement Framework_v13 6 23 11.docx
FW_ Office of the Secretary Tasking (11.0006.074) Release of Security Directives to U.S. Carriers .msg

Daily Incoming Mail and Tasker Report - Monday, June 27, 2011

Today, we received 12 new pieces of incoming correspondence; one rises to the level of needing Front Office attention.

Chairman Mica wrote requesting TSA provide information (on staffing and security clearances and communication of intelligence information) to the Oversight and Investigations Majority staff of the Committee on Transportation and Infrastructure of the House of Representatives. OSO to draft response for Administrator's signature, due to Exec Sec COB, 7/12.

In addition, we received two new DHS taskers.

1. DHS Request for Information - One-DHS Academic Engagement Framework – Assigned to OHC to review and provide clearance/comments to Exec Sec by 12:00pm, 7/5/2011.
2. DHS Tasker - Office of the Secretary Tasking (11.0006.074) Release of Security Directives to U.S. Carriers – Assigned to TSNM to coordinate with OPA, I&A, CBP, ICE, and CRCL, and provide memo to Exec Sec by 12:00pm, 6/30/2011.

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: [Houston, Scott](#)
To: [Brand, Hilary](#); [Ballew, Jennifer](#)
Subject: FW: Mica SPP Report
Date: Friday, June 24, 2011 1:01:48 PM
Importance: High

The link to the report:

http://republicans.transportation.house.gov/Media/file/112th/Aviation/2011-06-03-TSA_SPP_Report.pdf

Scott L. Houston
Senior Advisor
Office of Security Operations, TSA-29, E9-319N
Transportation Security Administration
601 South 12th Street
Arlington, VA 20598
571-227-(b)(6) (o)
(b)(6) (c)

From: Soule, Greg
Sent: Friday, June 03, 2011 1:39 PM
To: Williams, Ray; Hutchinson, Kimberly
Cc: Houston, Scott; Harmon, Carrie; Kimball, Nicholas; Lee, Kristin; Payne, Sterling
Subject: Mica SPP Report
Importance: High

http://republicans.transportation.house.gov/Media/file/112th/Aviation/2011-06-03-TSA_SPP_Report.pdf

Ray,

Has your team had a chance to review this report? Below is the comment approved by Lee that we plan to provide shortly once approved by DHS.

Statement:

It is unclear what these cost estimates are based on. While cost is an important factor – and the best estimates continue to show that private screening contracts cost taxpayers more on average – Administrator Pistole’s primary consideration is security. It is critical that TSA retains its ability to operate as a flexible nationwide security network. TSA’s capacity to push out intelligence information to our frontline workforce and quickly change procedures based on threat and intelligence is paramount to effective security. Further expansion of privatized screening will increase the complexity of this process.

Background:

- As part of an overall agency review, Administrator Pistole examined the contractor screening program and decided to continue privatized screening operations at the current 16 airports. These airports will continue to be regulated by TSA and be required to meet

our high security standards.

- Administrator Pistole made the decision not to expand the privatized screening program beyond the 16 airports currently participating unless there are clear and substantial advantages to do so. This decision aligns with his vision of the agency as a federal counterterrorism network that continues to evolve to keep the traveling public safe.
- TSA will continue to sustain the program at the current level to compare the effectiveness of federal vs. private screeners. The information we have to date shows the performance of TSA officers and private screeners is comparable.

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

From: [Rossides, Gale](#)
To: [Halinski, John W](#); [Pistole, John](#)
Cc: [Hoggan, Kelly \(TSA\)](#); [Vente, Robert <TSA OCC>](#); [Goldman, Howard](#)
Subject: Re: EU Meeting Oslo
Date: Thursday, June 23, 2011 6:45:55 AM

Excellent! When you return, pls backbrief TSNM on the air cargo piece so that they are in alignment.
Gale

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

From: Halinski, John W
To: (b)(6) Rossides, Gale
Cc: Hoggan, Kelly (TSA)
Sent: Thu Jun 23 02:54:00 2011
Subject: EU Meeting Oslo

Sir/Ma'am

The meeting went very well and we have reached agreement on three areas.

LAGs - EU has amended their position until 2013 and wants to partner with us on the technology piece. They have asked we agree to a joint statement, non-binding, lawyers are working out the verbiage. Solid win for us.

1stop security - EU has requested data on our agreed approach in our international airports. We told them on the issue of reciprocity we will get that once we deploy the technology in airports.

Cargo Security - They have proposed a joint statement and have requested we expedite our recognition of their program and the national program for their Member States. We discussed our process and also if there is a threat we must put out an EA to mitigate threat even if we recognize the program. We also discussed the need for them to adequately address unknown shipper, use technology approved and not visual alone and defining high risk cargo. Solid movement on this front.

They also brought up issue of EAs and I provided them another "why," explanation on why we put them out, how and when. On this issue I believe no matter what we do they will continue to complain.

Other Non TSA elements did not go well but the security piece went very well. My counterpart at FAA really blew the environmental piece. TSA did very well and we also had great news from Germany that they provided us their cargo security program and are finally satisfied with our selectee screening process. TSAR Presas did great job on this one.

Also TSAR Vieco is doing very well and is escorting S1 today in her travels to Brussels. He has Mica next week as do 2 other TSARs.

I am headed to airport and will be back at IAD about 5pm EST. In office tomorrow.

John

From: [Novak, Michael R.](#)
To: [Rossides, Gale](#)
Cc: [Pistole, John](#); [Bray, Bob](#)
Subject: FW: UPDATE: CLT Subjects
Date: Wednesday, June 22, 2011 7:59:06 AM

Gale,

Here is some follow up on the two individuals you asked about yesterday relating to the suspicious activity on the Charlotte Area Transit System. Agents will attempt to locate and interview

(b)(6) today.

I will let you know when I hear more on this.

Mike 571/227-(b)(6)

From: Potapov, Serge V. (SFAM)
Sent: Tuesday, June 21, 2011 10:41 PM
To: Novak, Michael R.
Cc: (b)(6) Potapov, Serge V. (SFAM)
Subject: UPDATE: CLT Subjects

Sir,

Below is the latest information that we have regarding the suspicious activity reported on the Charlotte Area Transit System (CATS). We are continuing to coordinate investigative activities with our FAMS assigned to FBI Charlotte, ITOS1, NJTTF and CBP/NTC.

Preliminary identification of the two persons of interest follows:

POI #1:

(b)(6)

POI #2:

(b)(6)

(b)(6)

This information is still tentative as the JTTF inquiry commenced today and is moving forward. There are several inconsistencies that will be cleared up as this continues, but this is what we have so far:

(b)(6)

We will continue to monitor this issue through our FAMS assigned to ITOS1, NJTTF, FBI Charlotte (JTTF) and CBP/NTC.

Have a good night!

Serge V. Potapov

A/ASAC

FAMS ICD

703-563-(b)(6) - Desk

(b)(6) - Mobile

From: Potapov, Serge V. (SFAM)
Sent: Tuesday, June 21, 2011 5:28 PM
To: Novak, Michael R.
Cc: Hand, David L.; Sarandrea, Eric P.; Pickett, Scott A.
Subject: FW: CLT Subjects

Sir,

Per your request, attached is the OSO slide from this morning – standard TSA PW applies. The names provided in the OSO slide are: (b)(6) and (b)(6) (b)(6) We have requested some additional details (i.e., subject bio data and travel history) for your reference tomorrow morning.

I'll push it up as soon as it is received tonight.

V/r,

Serge V. Potapov

A/ASAC

FAMS ICD

703-563-(b)(6) Desk

(b)(6) - Mobile

From: Potapov, Serge V. (SFAM)
Sent: Tuesday, June 21, 2011 2:08 PM
To: Sarandrea, Eric P.
Cc: Pickett, Scott A.
Subject: FW: CLT Subjects
Importance: High

Sir,

See below for an update, from NJTTF FAM (b)(6) regarding the suspicious activity reported on Charlotte Area Transit System (CATS). This was a topic of discussion and request for follow-up at this morning's ADIB. We have been specifically asked to strictly limit distribution (SLT and no third agency) due to the ongoing investigation.

Please let me know if you have any questions or concerns.

Thank you,

Serge V. Potapov

A/ASAC

FAMS ICD

703-563-(b)(6) Desk

(b)(6) - Mobile

From: (b)(6)
To: Potapov, Serge V.; (b)(6) (Contact)
Sent: Tue Jun 21 12:53:44 2011
Subject: CLT Subjects

Law Enforcement Sensitive/Close-Hold

All,

JTTF just returned from the attempted interviews of the two Saudi students. It appears that one has departed the U.S. and the other is due to depart very soon. The school advised that their funding was discontinued. They were enrolled and were attending classes. There were no issues with them while at school and the school is trying to locate the second individual, who will be interviewed if still in the U.S. JTTF is also running follow-up checks on data from their school applications and will advise if any derogatory information is found. MTF.

V/r

(b)(6)

DHS/FAMS

Task Force Officer - FBI/NJTTF/CASP

From: [StPierre, Tracey](#)
To: [Pistole, John](#); [Rossides, Gale](#); [Walton, Kimberly](#); [Macias, Art <Chief of Staff>](#); [Heffernan, Claire M.](#); [Vieco, Russell E](#); [Dean, Lynn](#); [Goldman, Howard <TSA OCC>](#); [Macias, Art <Chief of Staff>](#); [Berumen, Paul](#); [Kerner, Francine](#); [LeGrys, LaVita](#); [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](#); [Kair, Lee R](#); [Lenihan, John](#); [Lee, Kristin](#); [Payne, Sterling](#); [Hofsass, Douglas](#); [Wellen, Greg](#); [Sadler, Stephen](#); [LeBoeuf, Jon](#); [Hutchinson, Kimberly](#); [Kauffman, Keith G](#); [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](#); [Victor, Nancy](#); [Byrne, Sean](#); [Duncan, James G.](#); [Houston, Scott](#)
Cc: [Pringle, Veronica](#); [Ryan, William](#); [Strosnider, Brian](#); [Antush, Tom](#); [Smith, Rebecca A.](#); [McCormick, Ryan](#); [Ross, Mark](#); [Smith, Karlye](#); [Hall, Sara](#); [Keenan, Siobhan](#); [Curtis, Stephanie](#); [Friedman, Nanea](#); [Johnson, Sherry A.](#); [Flippo, Ian](#); [Bajwa, Neeta](#); [Flippo, Ian](#); [Mullen, Corie](#)
Subject: Daily Incoming Mail and Tasker Report - Friday, June 17, 2011
Date: Friday, June 17, 2011 5:15:56 PM
Attachments: TSA-110617-020_I.pdf
TSA-110617-005_I.pdf
ACQ Doc.pdf
TSA-110617-006 - DHS.pdf
TSA-110617-002 - DHS.pdf

Daily Incoming Mail and Tasker Report - Friday, June 17, 2011

Today, we received 14 new pieces of incoming correspondence; two rise to the level of needing Front Office attention.

1. Chairman Mica (Committee on Transportation and Infrastructure) wrote to request that TSA immediately suspend the crewmember identity verification program announced last month until it is able to accommodate federally-issued biometric personal identity verification credentials. TSNM to coordinate with OCC, OLA and FAA and draft response for Administrator's signature and submit to Exec Sec by COB, 7/1.
2. Arturo Sarakhan, Ambassador of Mexico, wrote with concerns about Mexican citizens being targeted for invasive searches at Newark Liberty International Airport. OSO to coordinate with OCC, OGS, and DHS/CRCL and draft response for Administrator's signature by COB, 6/22.

In addition, we received 3 new DHS taskers.

1. DHS REQUEST FOR INFORMATION: Transportation Security Administration's TSA Threat Assessment and Credentialing TTAC Infrastructure Modernization Program Acquisition Review. Sent to ACQ to submit materials for seven taskings with different due dates.
2. DHS Request for Information - Submit Revised Two-Pagers and Collaborators on BTB Action Items – Tasked to OGS to provide requested information directly to Neema Khatri, Deborah Meyers, and PLCY Exec Sec by 5:00pm, 6/21.
3. DHS Request for Information - Submit Revised Two-Pagers and Collaborators on BTB Action Items – Tasked to OGS provide requested information directly to Neema Khatri, Deborah Meyers, and PLCY Exec Sec by 5:00pm, 6/21.

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: [Macias, Art <Chief of Staff>](#)
To: [Pistole, John](#)
Subject: Fw: June 16, 2011 - Mica, Shuster introduce plan to privatize Amtrak
Date: Thursday, June 16, 2011 12:22:52 PM

John, I imagine you have this already. Thanks, Art

From: (b)(6)
To: Macias, Art (b)(6)
Sent: Thu Jun 16 12:14:18 2011
Subject: June 16, 2011 - Mica, Shuster introduce plan to privatize Amtrak

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JUNE 16, 2011

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Daily news coverage of the railroad industry

Industry Update

■ **Mica, Shuster introduce plan to privatize Amtrak**

House Transportation and Infrastructure Chairman John Mica, R-Fla., and Rep. Bill Shuster, R-Pa., have introduced a proposal to open up some of Amtrak's lines and its Northeast Corridor to private investors who would then bid to operate the lines. "This bill will take Amtrak apart," spokesman Steve Kulm said, noting that service and ridership on the Northeast Corridor is up and that Amtrak is "a very good steward of the corridor today." Mica said private investments would require less taxpayer money and could complete plans for the Northeast project in 10 years, as opposed to 30. The proposal is likely to face opposition from Democrats, the White House and unions. [The Wall Street Journal \(tiered subscription model\)](#) (6/16)

■ **Expanding U.S. freight rail would generate and support jobs**

For each \$1 billion investment in freight rail, roughly 7,800 "green jobs" are provided, while an average rate of 20,000 jobs are sustained by the domestic economy, according to a report from the BlueGreen Alliance. The report noted that providing more growth to the freight railroad industry would lead to top-notch job opportunities, while minimizing pollution and foreign oil imports. Private capital investments for infrastructure projects of freight railroads could reach a projected \$12 billion for this year, said Edward Hamberger, CEO of the Association of American Railroads.

[AFL-CIO Now Blog](#) (6/15)

■ **BNSF, Yellowstone Valley Railroad will beef up service in Montana**

Oil production in the Williston Basin and the Bakken Shale formation in Montana has increased rail traffic volumes in the area. To accommodate that, Burlington Northern Santa Fe and Yellowstone Valley Railroad have amended their agreement to help them enhance operations. "This amended agreement will allow BNSF and YSVR to respond to the changing demands of our customers, improve direct service and unit train handling efficiencies and continue to invest to serve this rapidly growing part of the Montana and North Dakota economies," said Dean Wise, BNSF vice president, network strategy. [RTandS.com](#) (6/15)

■ **Other News**

[FRA: Safety standards rule for concrete-tie safety pushed back to Oct. 1](#)

[RTandS.com](#) (6/15)



Help protect your employees by managing business travel risks with Zurich's white paper 'Managing the Risks of Business Travel: What every business needs to know'. [Click here for the FREE download!](#)

Infrastructure & Economic Spotlight



- **Canadian National to build Calgary logistics hub**

Canadian National is planning to build a \$203 million logistics center in northeast Calgary, Alberta, with operations expected to start by early 2013. The intermodal project is part of the railway's business strategy of building facilities at major distribution locations for fast and reliable shipments of different commodities. "Our goal is to reduce logistics costs for our customers through highly efficient materials handling, transportation and distribution processes," said CN CEO Claude Mongeau. [Calgary Herald \(Alberta\)](#) (6/15),

[ProgressiveRailroading.com](#) (6/15)

- **City approves 2 CSX bridge replacements in Maryland**

An agreement between CSX and officials in Baltimore means that two bridges over CSX tracks in the area will be replaced. "Today's agreement represents a milestone in the renewed partnership between the city of Baltimore and CSX," said Mayor Stephanie Rawlings-Blake. "Working together with members of the community and business owners, we identified concerns and developed creative solutions to the challenges presented by the project." [The Sun \(Baltimore\)/Getting There blog](#) (6/15)

[The Sun \(Baltimore\)/Getting There blog](#) (6/15)



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Energy & Environmental Watch



- **Railroads consider benefits of biodiesel-blended fuels for locomotives**

Amtrak and Burlington Northern Santa Fe have been involved in trials using fuel that's 20% biodiesel. This can reduce energy emissions and improve energy security, but the extended use of locomotives and potential engine problems were a challenge. However, at the end of Amtrak's trial, Roy Deitchman, Amtrak's vice president of environmental, health and safety, said, "We're very happy with the performance." [BiodieselMagazine.com](#) (6/14)

- **Senator questions EPA's mandate to change industrial-boiler rules**

The Environmental Protection Agency's delayed emission regulations for industrial boilers cannot be fixed by the agency "without some congressional action," said Sen. Lamar Alexander, R-Tenn., during a hearing on Wednesday. Alexander expressed doubts about whether the regulator has enough time to revise such rules or can legally do so. [The Hill/E2](#)

[Wire blog](#) (6/15)



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Safety & Security



- **Boardman: Amtrak is looking to ramp up security effort**

Amtrak President Joseph Boardman said Amtrak would like to ramp up its security efforts in the wake of revelations that al-Qaida considered targeting passenger rail. He said Amtrak has already maximized its canine units for explosive devices, but would like to explore the

development of new technologies to provide advance warning of track tampering and increase security patrols. Meanwhile, Sen. Frank Lautenberg, D-N.J., and Rep. Rush Holt, D-N.J., have opposed cuts to federal funding for rail and mass transit security. [KAAL-TV \(Austin, Minn.\)/The Associated Press](#) (6/15), [MyCentralJersey.com \(Somerville, N.J.\)](#) (6/13)

■ **Amtrak intensifies security along tracks**

Amtrak is adding security measures after a freight incident in Iowa involved tampering with tracks. "There are layers of security that can be applied in the transit environment that reduce the vulnerability. And we're doing that by training our police officers and behavioral assessment, training our employees how to spot suspicious behavior and activity," said John O'Connor, Amtrak's chief of police. [WLS-TV \(Chicago\)](#) (6/15)

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SmartQuote



Failure: A man who has blundered but is not able to cash in on the experience."

--Elbert Hubbard,

American writer, publisher, artist and philosopher

This SmartBrief was created for art.macias@dhs.gov

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Washington, DC 20005

From: [Lee, Kristin](#)
To: [Pistole, John](#); [Rossides, Gale](#); [Berumen, Paul](#); [Kair, Lee R](#); [Kerner, Francine](#); [Hearding, Peter](#); [Berge, Bonni](#); [Sammon, John](#)
Cc: [Macias, Art](#); [Payne, Sterling](#); [Kimball, Nicholas](#)
Subject: Heads-up on calls re: US Airways stowaway
Date: Tuesday, June 14, 2011 6:41:57 PM

For awareness, we are receiving press calls regarding the US Airways stowaway issue. Here is the statement that we are using. Given conflicting internal reports that it could have been a suicide attempt, we placed the zero tolerance language on background:

Statement:

"TSA is conducting an investigation to determine whether a US Airways employee may have improperly used his airport credentials to access the aircraft and subsequently travel on a flight from Tampa to Charlotte. The employee's airport access credentials were immediately revoked pending the outcome of the investigation."

On background:

We have zero tolerance for abuse of the trusted status given to aviation employees who work at airports and as such, TSA pursues aggressive civil penalties for offenders as warranted.

From: Pistole, John
To: (b)(6)
Subject: Re: House Approps Action -- TSO & SPP
Date: Friday, June 03, 2011 5:09:27 PM

Thanks...

From: Halinski, John W (b)(6)
To: Pistole, John (b)(6)
Sent: Fri Jun 03 17:08:41 2011
Subject: FW: House Approps Action -- TSO & SPP

Sir

FYI if you are interested.

From: Vente, Robert <TSA OCC>
Sent: Friday, June 03, 2011 5:07 PM
To: Halinski, John W
Subject: FW: House Approps Action -- TSO & SPP

Link to Mica report

From: Vente, Robert <TSA OCC>
Sent: Friday, June 03, 2011 4:19 PM
To: Nicholson, David ; Kair, Lee R; Lenihan, John; 'Hutchinson, Kimberly'; 'Sessa, Joseph'; Merritt, Marianna; Wheeler, Brian <TSA-CFO>; Raynor, Valerie A. ; Kane, Robin E; Cipicchio, Domenico; Shall, Daryl; 'Byrne, Sean'; Kerner, Francine; Sanders, John P <TSA OST>; Gray1, Sarah; 'Goldman, Howard <TSA OCC>; Macias, Art <Chief of Staff>; Hearing, Peter; (b)(6)
(b)(6) Walton, Kimberly; Sammon, John; Hofsass, Douglas
Subject: RE: House Approps Action -- TSO & SPP

All –

Apologies if you already have this, but below is link to Rep. Mica's "report" and appendices.

http://republicans.transportation.house.gov/Media/file/112th/Aviation/2011-06-03-TSA_SPP_Report.pdf

Bob

From: Nicholson, David
Sent: Friday, June 03, 2011 4:06 PM
To: Kair, Lee R; Lenihan, John; 'Hutchinson, Kimberly'; 'Sessa, Joseph'; Merritt, Marianna; Wheeler, Brian <TSA-CFO>; Raynor, Valerie A. ; Kane, Robin E; Cipicchio, Domenico; Shall, Daryl; 'Byrne, Sean'; Kerner, Francine; Sanders, John P <TSA OST>; Gray1, Sarah; 'Goldman, Howard <TSA OCC>; Macias, Art <Chief of Staff>; Hearing, Peter; (b)(6) Vente, Robert <TSA OCC>; (b)(6) Walton, Kimberly; Sammon, John; Hofsass, Douglas
Subject: House Approps Action -- TSO & SPP

There are several things we need to discuss regarding action on the Mica Amendment curtailing TSO pc&b. I will put some notes together and send

around and maybe we can meet to discuss next week. I am not overly concerned about his Amendment eventually becoming law and governing, at least without substantial adjustment. It may pose some risk in a CR, but addressing that appears to fall under a larger action plan I think we need. One element of that larger plan may come very quickly, which is why I am writing now.

In his dialog on the House Floor and in a press release, Mr. Mica indicated that he intended to release a study done by his committee regarding he will show an apples to apples comparison of LAX and SFO operations showing that SPP (SFO) is markedly more efficient and that statistically valid evidence shows that SPPs perform at a higher level than federal.

I think we need to have the assessment of this "study" done very quickly when it becomes available and address in a fact check. From there I think we need to take a very deliberative of dispassionately responding to all the representations he makes - in essence a fact check. This fact check would expand back a few months to note other items that relate to this specific issue.

Regarding various claims about GAO reports, not immediately, but over the next few weeks, maybe we can get Steve Lord and perhaps Cathy B to discuss the accuracy of claims and ask them very specific and direct questions. Such as: In your work did you find the analysis showed the federal or SPP less costly? And were there any SPP airports assessed as less costly than the government estimate? Did you find any omissions in the cost estimating that TSA has done in its comparison?

There are many practical flaws that Mr. Price (approps subcte Ranking member) raised that can form part of our broader points to give people pause, and beyond that several other practical issue: such as you can't force airports to be SPP, applicants must be certified, you need to follow the acq process, there are transition costs, widespread disruption and uncertainty may impact security, etc.,

A little beyond the above obvious, we might look at how would implementing RBS be different at a federal and SPP airport. If I recall correctly, to have Safety Act coverage SPP must follow TSA issued SOP...

So when we get the anticipated report, we should get a good flavor of what we have (OSO will have the lead with Budget providing assistance and support, along with others as necessary for the immediate \$ and cents assessment), and then lay out the plan on which stakeholders to engage in what sequence and perhaps even seeing if one of our auth ctes of jurisdiction might hold a hearing to explore the issue.

From: [Lee, Kristin](#)
To: [Pistole, John](#); [Macias, Art <Chief of Staff>](#); [Halinski, John W](#); [Kerner, Francine](#); [Hearding, Peter](#); [Berge, Bonni](#); [Goldman, Howard <TSA OCC>](#); [Kair, Lee R](#)
Cc: [Done, Ryan K](#)
Subject: The Hill: Chairman Mica questions whether states can ban TSA pat-down screenings
Date: Friday, June 03, 2011 3:33:08 PM

Fyi, Mica was asked about the TX bill at his presser:

[Chairman Mica questions whether states can ban TSA pat-down screenings](#)

By Keith Laing - 06/03/11 01:53 PM ET

Rep. John Mica (R-Fla.) was once again critical of the Transportation Security Administration's screening process, calling it costly and inefficient, but said he did not know if states could ban controversial airport pat-downs.

Texas state lawmakers indicated this week they might **reconsider** a bill to outlaw TSA hand searches, and a similar measure has been **introduced** in Utah. But Mica, chairman of the House Transportation and Infrastructure Committee, said Friday he did not know if the states had the legal jurisdiction to ban pat-downs, even though he has been very critical of them himself.

"I'm not an attorney, but I really don't know if they can do that," Mica said at a news conference in response to a question from The Hill.

He said pat-downs were instituted because other TSA screening techniques had failed, but "when pat-downs don't work, you really scratch your head."

The sponsor of the Texas bill has expressed no doubts regarding the legality of a state ban on pat-downs. Texas state Rep. David Simpson (R) compared banning pat-downs to the Texas Revolution, and has harshly criticized the Department of Justice for saying it might cancel flights to Texas if passengers there could not be properly screened.

"The federal government is attempting to deprive the citizens of Texas of their constitutional rights under the Fourth Amendment of the United States Constitution and Article 1, Section 9 of the Texas Constitution," Simpson wrote in a letter to the governor, lieutenant governor, house Speaker and attorney general of Texas.

"If we do not stand for our citizens in the face of this deprivation of their personal rights and dignity, who will?"

TSA argues that the proposed legislation is **unconstitutional**, saying it would be nullified by the supremacy clause of the U.S. constitution.

From: [Brand, Hilary](#)
To: [Pistole, John](#)
Subject: Link to Mica report
Date: Friday, June 03, 2011 3:28:22 PM

Sir, in case you wanted access electronically H.

From: Soule, Greg
Sent: Friday, June 03, 2011 3:06 PM
To: Brand, Hilary
Cc: Lee, Kristin; Hearing, Peter; Berge, Bonni; Kimball, Nicholas; Payne, Sterling
Subject: Report for Pistole

Hi Hilary,

Mr. Pistole requested to see a copy of the Mica report linked below. Because it is 127 pages I am not sure whether he would prefer for it to be printed or view it electronically.

http://republicans.transportation.house.gov/Media/file/112th/Aviation/2011-06-03-TSA_SPP_Report.pdf

From: [Kimball, Nicholas](#)
To: [Pistole, John](#); [Halinski, John W](#); [Macias, Art <Chief of Staff>](#); [Kair, Lee R](#); [Hearding, Peter](#); [Berge, Bonni](#)
Cc: ["Lee, Kristin"](#); [Payne, Sterling](#)
Subject: Mica report
Date: Friday, June 03, 2011 3:16:45 PM

FYI, here are Mica's press release and the statement we are using to respond.

“It is unclear what these cost estimates are based on. While cost is an important factor – and the best estimates continue to show that private screening contracts cost taxpayers more on average – Administrator Pistole’s primary consideration is security. It is critical that TSA retains its ability to operate as a flexible nationwide security network. TSA’s capacity to push out intelligence information to our frontline workforce and quickly change procedures based on threat and intelligence is paramount to effective security. Further expansion of privatized screening will increase the complexity of this process.”

On background to be summarized and attributed generally to TSA:

- As part of an overall agency review, Administrator Pistole examined the contractor screening program and decided to continue privatized screening operations at the current 16 airports. These airports will continue to be regulated by TSA and be required to meet our high security standards.
- Administrator Pistole made the decision not to expand the privatized screening program beyond the 16 airports currently participating unless there are clear and substantial advantages to do so. This decision aligns with his vision of the agency as a federal counterterrorism network that continues to evolve to keep the traveling public safe.
- TSA will continue to sustain the program at the current level to compare the effectiveness of federal vs. private screeners. The information we have to date shows the performance of TSA officers and private screeners is comparable.

	<p style="text-align: center;">NEWS RELEASE</p> <p style="text-align: center;">Committee on Transportation and Infrastructure</p> <p style="text-align: center;"><i>Congressman John L. Mica, Chairman</i></p> <p style="text-align: center;">2165 Rayburn H.O.B. Washington, D.C. 20515 202.225.9446 transportation.house.gov</p>
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For Immediate Release
June 3, 2011

Contact: Justin Harclerode
(202) 226-8767

**Committee Report: TSA Ignores More Cost-Effective Screening
Model**

Washington, DC – Airport passenger screening with private security screeners under federal supervision is dramatically more efficient and less costly than the all-federal screening model, according to a Transportation Committee investigative report.

The report, entitled “TSA Ignores More Cost-Effective Screening Model,” compares costs for the two passenger screening models. A private-federal screening option, known as the Screening Partnership Program (SPP), was established in the Aviation Transportation Security Act (ATSA) after September 11, 2001. This program enabled airports to “opt out” and request the use of private screening contractors under federal Transportation Security Administration (TSA) standards, supervision and oversight. Beginning in 2002, five airports operated under the private-federal screening model. That number has increased to 16, with many other airports requesting to utilize this option.

In January, TSA concocted a decision to pull the plug on allowing more airports to opt out, despite the law and Congress’ intent that airports have the legal right to utilize the private-federal screening model. “This comprehensive report clearly debunks TSA’s position and efforts to undermine this cost-effective program,” said **U.S. Rep. John L. Mica (R-FL)**, Chairman of the Transportation and Infrastructure Committee.

“The report clearly demonstrates that screening under the private-federal model is dramatically more cost-effective compared to screening conducted by TSA,” Mica said. “If the nation’s top 35 airports opted out, we could save taxpayers \$1 billion over the next five years.

“The facts speak for themselves,” **Mica** continued. “TSA cooked the books when conducting past cost comparisons of the two models, misleading Congress and the public by artificially inflating the costs to use private contract screeners. As our report reveals, when considering critical information previously ignored by TSA, the private-federal option is actually 65% more efficient and would increase taxpayer savings by at least 42%.”

Committee staff investigated screening operations at two large, comparable West Coast airports: Los Angeles International Airport (LAX), where screening is conducted by TSA, and at San Francisco International Airport (SFO), which utilizes the private-federal model. SFO is the largest U.S. airport in the private-federal screening program. If LAX were to opt out, it would save taxpayers at least \$38.6 million annually, despite prior TSA claims that the private-federal program costs more.

“With 63,000 employees, TSA has become a bloated bureaucracy that is too focused on managing its personnel and protecting its turf. The United States is one of the only governments in the world that functions as the airport security operator, administrator regulator and auditor. This agency must get out of the human resources business. TSA must be reformed and restructured to become a more effective regulator of transportation security,” **Mica** said.

Committee investigators found that previous TSA evaluations did not consider staffing redundancies at SPP airports, high attrition rates of Transportation Security Officers that result in greater recruiting and training costs, and costs incurred from using an expensive mobile TSA screening force to back-fill federal positions due to low-attendance and high attrition. The Government Accountability Office (GAO) has also faulted TSA's cost comparisons.

Despite claims of real transparency by this Administration, TSA refused to cooperate with the Committee's investigation, did not comply with multiple requests from Chairman Mica for information related to the decision-making process behind Administrator Pistole's Jan. 28 decision, and multiple Committee sources feared TSA retribution for cooperating with the investigation. Committee estimates do not include additional costs related to increased overtime and injury rates under the federal model because TSA refused to provide that information to staff.

A summary of the report's key findings:

- **Taxpayers would save \$1 billion over five years if the Nation's top 35 airports operated as efficiently as SFO does under the SPP model.**
- **SPP screeners are 65 percent more efficient than their federal counterparts.**
- **Taxpayers would save more than \$38.6 million a year if LAX joined the SPP**
- **TSA concealed significant cost factors unique to the federal screening model.**
- **TSA has hired 137,100 staff since the agency's creation and spent more than \$2 billion on recruiting and training costs.**
- **Clear and substantial advantage existed to approve five airport applications denied by TSA.**
- **TSA's SPP application and evaluation process is flawed.**
- **TSA does not have clear criteria to determine if a "clear or substantial advantage" exists to approve SPP applications.**
- **There is evidence that TSA officials erroneously claimed no communication with union representatives about the SPP.**
- **TSA officials recommended abolishing the SPP.**
- **Most of the rest of the world utilizes a SPP-like screening model at airports.**

In light of these findings, the report makes the following recommendations to improve passenger screening:

- 1. TSA should not serve as the regulator, operator, and auditor of screening services at airports.**
- 2. The TSA Administrator should immediately approve any SPP application that was previously denied by the agency, as well as any current pending applications.**
- 3. The TSA Administrator should not have the discretion to deny an airport authority's SPP application.**
- 4. The TSA should pre-qualify private security companies to compete for SPP contracts.**

5. **The SPP application process should be revamped.**
6. **The transition from a federal model to a SPP model at airports should take less than one year.**
7. **If federal screeners fail to meet certain performance standards, that airport should immediately be transitioned to the SPP model.**

###

<http://transportation.house.gov>



From: [Macias, Art <Chief of Staff>](#)
To: [Pistole, John](#)
Cc: [Halinski, John W](#); [Kair, Lee R](#); [Rossides, Gale](#)
Subject: Fw: Heads up
Date: Friday, June 03, 2011 10:46:50 AM

For awareness.

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

From: Stroud, Michael (b)(6)
To: Colburn, Brent; Lee, Kristin (b)(6); Peacock, Nelson; Cappannari, Michael; Beck, Carol; Macias, Art Chief of Staff (b)(6); Hearing, Peter (b)(6)
Sent: Fri Jun 03 10:28:21 2011
Subject: Heads up

All-

I just got a courtesy call from Rachel Weaver on HSGAC about the Mica press conference about the tsa/lax spp report. She indicated Mica may make statements about TSA not providing the information requested by Mica about SPP and LAX. Thus, it should be interesting to see what information Mica uses for his report.

Stroud

From: [Pistole, John](#)
To: [Kair, Lee R](#)
Subject: Re: Mica Paper on LAX Release Tomorrow
Date: Friday, June 03, 2011 7:41:40 AM

Thanks Lee...

From: Kair, Lee R
To: Pistole, John; Rossides, Gale (b)(6) Halinski, John W; Hearing, Peter
(b)(6) Lee, Kristin
Sent: Thu Jun 02 16:24:34 2011
Subject: FW: Mica Paper on LAX Release Tomorrow

Mr. Pistole –

Please see below regarding information from LAX regarding a release from Mr. Mica's office.

From: Parsons, Randy
Sent: Thursday, June 02, 2011 4:09 PM
To: Williams, Skip (AD); Johnson, Scott T; Lenihan, John; Kair, Lee R
Cc: Lajoie, Darby; Elliot, Cynthia <TSA_OCC>; Melendez, Nico
Subject: Mica Paper on LAX Release Tomorrow
Importance: High

Hopefully, you all are aware of this back there, but just to be safe. The Deputy Mayor for Homeland Security here in LA just told me that and LA Mayor's office rep in D.C. advised the following: Rep. Mica will release a committee report tomorrow (Friday, 6/3) around 12 pm EDT that specifically compares the cost effectiveness of TSA/LAX vs. TSA/SFO. Reportedly, the committee's report will conclude that SFO's outsourced TSA services are far more cost effective than LAX's TSA services.

The LA Mayor's rep in D.C. said she was told she will receive an advance copy later today (Thursday, 6/2). If she does she will forward to the Dep. Mayor here and the Dep. Mayor will forward to me. I obviously would forward to you all ASAP.

If I get any more information, or a copy of the report, I will send immediately. The Deputy Mayor is a good friend and I'm confident I will get it as soon as she does.

Randy D. Parsons

Federal Security Director

DHS TSA-LAX

5757 W. Century Blvd. (b)(6)

Los Angeles, CA. 90045

Phone (310) 215-

Mobile

Fax (310) 410-3313

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From: [Lee, Kristin](#)
To: [Halinski, John W](#); [Nicholson, David](#); [Pistole, John](#); [Macias, Art <Chief of Staff>](#); [Kair, Lee R](#); [\(b\)\(6\)](#); [Hearding, Peter](#); [Berumen, Paul](#); [Katz, Deborah](#)
Cc: [Payne, Sterling](#); [Kimball, Nicholas](#); [Fotenos, James](#); [Soule, Greg](#)
Subject: Re: WaPo Joe Davidson inquiry re: Mica amendment
Date: Thursday, June 02, 2011 9:45:12 PM

Fyi, Davidson also plans to mention the anti-collective bargaining amendment that passed the House, though did not ask for TSA comment on it.

From: Halinski, John W
To: [Lee, Kristin](#); [Nicholson, David](#); [Pistole, John](#); [Macias, Art <Chief of Staff>](#); [Kair, Lee R](#); [\(b\)\(6\)](#); [Hearding, Peter](#); [Berumen, Paul](#)
Cc: [Payne, Sterling](#); [Kimball, Nicholas](#); [Fotenos, James](#); [Soule, Greg](#)
Sent: Thu Jun 02 19:22:46 2011
Subject: Re: WaPo Joe Davidson inquiry re: Mica amendment

Works for me

From: Lee, Kristin
To: [Nicholson, David](#); [Pistole, John](#); [Halinski, John W](#); [Macias, Art <Chief of Staff>](#); [Kair, Lee R](#); [\(b\)\(6\)](#); [Hearding, Peter](#); [Berumen, Paul](#)
Cc: [Payne, Sterling](#); [Kimball, Nicholas](#); [Fotenos, James](#); [Soule, Greg](#)
Sent: Thu Jun 02 19:17:15 2011
Subject: RE: WaPo Joe Davidson inquiry re: Mica amendment

[\(b\)\(5\)](#)

From: Nicholson, David
Sent: Thursday, June 02, 2011 7:10 PM
To: [Lee, Kristin](#); [Pistole, John](#); [Halinski, John W](#); [Macias, Art <Chief of Staff>](#); [Kair, Lee R](#); [\(b\)\(6\)](#); [Hearding, Peter](#); [Berumen, Paul](#)
Cc: [Payne, Sterling](#); [Kimball, Nicholas](#); [Fotenos, James](#); [Soule, Greg](#)
Subject: Re: WaPo Joe Davidson inquiry re: Mica amendment

Agree. Except we could also say on background or otherwise that this action is in direct opposition to

the FY11 Appropriation which passed this same House and was enacted just weeks ago.

From: Lee, Kristin

To: Pistole, John; Halinski, John W; Macias, Art <Chief of Staff>; Kair, Lee R; Nicholson, David ; Wheeler, Brian <TSA-CFO> (b)(6) Hearing, Peter; Berumen, Paul

Cc: Payne, Sterling; Kimball, Nicholas; Fotenos, James; Soule, Greg

Sent: Thu Jun 02 19:00:32 2011

Subject: WaPo Joe Davidson inquiry re: Mica amendment

Joe Davidson just called regarding the Mica amendment that just passed the House that would cut the TSA workforce by 10 percent and is asking for comment. (b)(5)

(b)(5)

From: [Nicholson, David](#)
To: [Pistole, John](#); [\(b\)\(6\)](#); [Byrne, Sean](#); [Kair, Lee R](#); [Halinski, John W](#); [Savastana, Tony](#); [Katz, Deborah](#); [Lenihan, John](#); [\(b\)\(6\)](#); [Macias, Art <Chief of Staff>](#); [Vente, Robert <TSA OCC>](#); [Berumen, Paul](#); [\(b\)\(6\)](#); [Kerner, Francine](#); [\(b\)\(6\)](#); [Hearding, Peter](#)
Subject: Fw: Collective Bargaining
Date: Thursday, June 02, 2011 6:39:29 PM

This was an amendment that prohibits us from spending and funds to plan or implement or support collective bargaining. It was submitted by Rokita R-IN hotly opposed by Bennie T and Nita Lowey, etc.

Also Mica Amndt passed cutting \$270 from PC&B, yet not reducing the total provided for Avi Screening ops -- read that as intent to divert to SPP. Nothing to do at this point but worthy of discussion after intel tomorrow re what if on CR potential. Reasonable to assume Senate and Admin will never let either stand in annual approp. Ugly politics, but there are ways ahead.

From: Wheeler, Brian <TSA-CFO>
To: Nicholson, David ; Goldman, Howard <TSA OCC>; Harding, Peter; Wasowicz, John TSA OCC
[\(b\)\(6\)](#)
Sent: Thu Jun 02 18:06:12 2011
Subject: Collective Bargaining

Passed 217 – 204.

18 Reps voted against it, 1 dem for it.

Brian Wheeler

Senior Appropriations Advisor

Office of the Chief Financial Officer

Transportation Security Administration

571-227-[\(b\)\(6\)](#) office

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

From: [LeGrys, LaVita](#)
To: [Kair, Lee R](#)
Cc: [Pistole, John](#); [Rossides, Gale](#)
Subject: RE: TSA/LAX Request
Date: Monday, May 23, 2011 11:02:09 AM

Yes. OLA has drafted a letter to remind Mica's staff of the official process for requesting agency information -- that is, all such requests must directed to OLA (not to field staff), which has always been our policy. The letter will be sent through the vetting process shortly. I will personally follow up with Mica's staff on this point as well.

Thanks.

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

From: Kair, Lee R (b)(6)
Sent: Monday, May 23, 2011 10:34 AM
To: LeGrys, LaVita
Cc: Pistole, John; Rossides, Gale
Subject: FW: TSA/LAX Request

LaVita,

Note the response from Mica's staff back to Randy.

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

From: Houston, Scott
Sent: Monday, May 23, 2011 9:29 AM
To: Kair, Lee R; LeGrys, LaVita
Cc: Elliot, Cynthia <TSA OCC>; Parsons, Randy; Maola, Marisa; Blackwell, Tomeika; Berge, Bonni
Subject: FW: TSA/LAX Request

FYSA

Scott L. Houston
Senior Advisor
Office of Security Operations, (b)(6)
Transportation Security Administration
601 South 12th Street
Arlington, VA 20598
571-227-(b)(6) (o)
(b)(6) (c)

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

From: Weaver, Rachel (b)(6)
Sent: Monday, May 23, 2011 9:25 AM
To: 'Parsons, Randy'
Cc: Lenihan, John; Williams, Skip (AD); Houston, Scott; Maola, Marisa; Elliot, Cynthia <TSA OCC>; Lajoie, Darby; Ford, Derrick <TSA OCC>; Boyajian, Shant; McMaster, Sean
Subject: RE: TSA/LAX Request

Randy,

Thank you for your email and your assistance in retrieving this information for Chairman Mica. We have been in contact with Tomeika Blackwell at TSA HQ as well; however please understand that Chairman

Mica views you, as the FSD at LAX, as the point of contact for this request and the individual with this information most readily available. As you know, he has requested receipt of this information by CoB today.

Please let me know if you have any questions.

Thank you,

Rachel

202-226 (b)(6)

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

From: Parsons, Randy (b)(6)

Sent: Friday, May 20, 2011 5:37 PM

To: Weaver, Rachel

Cc: Lenihan, John; Williams, Skip (AD); Houston, Scott; Maola, Marisa; Elliot, Cynthia <TSA OCC>; Lajoie, Darby; Ford, Derrick <TSA OCC>

Subject: TSA/LAX Request

Rachel,

Thank you for your inquiry regarding TSA operations at LAX. As I mentioned in our phone call yesterday, the request for information has been forwarded to TSA headquarters, Office of Legislative Affairs for response. The POC for this request is Tomika Blackwell, 571-227- (b)(6)

(b)(6) If I may be of any further assistance, please contact me as indicated below.

Randy D. Parsons
Federal Security Director
DHS TSA-LAX
5757 W. Century Blvd (b)(6)
Los Angeles, CA. 90045
Phone (310) 215 (b)(6)
Mobile (b)(6)
Fax (310) 410-3313

(b)(6)

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From: [Rossides, Gale](#)
To: [Pistole, John](#)
Cc: [Macias, Art <Chief of Staff>](#); [Kair, Lee R](#); (b)(6) [LeGrys, LaVita](#); [Hearding, Peter](#)
Subject: Fw: Exec PMR Follow Up - Congressional Request for SST / HRAccess Information
Date: Saturday, May 21, 2011 7:29:01 PM

FYA - Cong Mica's ofc has contacted the contractor, Lockheed Martin, directly, for info re: hiring cost for a TSO and training cost for same.
Gale

From: Byrne, Sean (b)(6)
To: Rossides, Gale (b)(6)
Sent: Sat May 21 16:31:57 2011
Subject: Fw: Exec PMR Follow Up - Congressional Request for SST / HRAccess Information

Gale

Interesting note 2d below from the Lockheed Martin lead on HRAccess. Appears Cong Mica's staffers are going directly to LM looking for cost data. We will work with LM on any potential response. (b)(6)

Sean.

From: Byrne, Sean
To: (b)(6)

(b)(6)

Sent: Sat May 21 16:27:55 2011
Subject: Re: Exec PMR Follow Up - Congressional Request for SST / HRAccess Information

Danette

Thanks for sharing. We definitely will work the collaborative response with you and your team.

Sean

From: (b)(6)
To: Byrne, Sean (b)(6); 'Taher, Mohammed A' (b)(6); 'Savastana, Tony' (b)(6); 'Shall, Daryl' (b)(6); 'Cipicchio, Domenico' (b)(6); (b)(6); (b)(6); (b)(6)

(b)(6)
(b)(6)

(b)(6) (b)(6) : Braendel, Richard D. (b)(6) (b)(6)
(b)(6) (b)(6)

Sent: Sat May 21 09:42:25 2011

Subject: Exec PMR Follow Up - Congressional Request for SST / HRAccess Information

All,

Just prior to the Executive PMR, I was notified by our Washington Operations staff that we received a request from one of Cong Mica's staffers for the costs to hire and train a screener. I discussed this briefly with Domenico and Daryl just prior to the start of the Executive PMR (didn't have all the facts yet). I stated that I would send a follow up email with some specifics to the team. From previous discussions, I understand you received recent requests from Congress for HRAccess information. We discussed the importance of a coordinated response. I am sure that you are all aware that when we each receive requests like this, they always want the data right away.

Specifically, the staff requested data to show what was the unit cost per person to recruit and hire a TSA screener under the HRAccess contract and what was the unit cost per screener to train under the SST contract.

I am going to ask my Contracts Mgrs, Business Ops Mgrs, and PMs meet with their respective TSA counterparts regarding this request Monday morning to determine way forward in responding to the request. Goal would be to agree on the calculation of the request, then my team to calculate the specific cost requests with documented assumptions, then both teams review the data and LM submits the requested information Monday afternoon. If more time is needed, lets determine when this information can be supplied.

Thanks,

Danette Smith

Director, Human Capital Solutions

805-896 (b)(6)

-----Original Appointment-----

From: Byrne, Sean (b)(6)

Sent: Wednesday, March 02, 2011 10:41 AM

To: Byrne, Sean; Taher, Mohammed A; Grade, Deborah C.; Savastana, Tony; Shall, Daryl; Cipicchio, Domenico; Nelson, Elmer J; Smith, Danette S; Cohen, Doreen; Timmons, Cristopher D; Sayyah, Tracie C; Kaplan, Ross P

Subject: Executive Monthly Program Management Review-HR Access

When: Friday, May 20, 2011 1:00 PM-3:00 PM (GMT-05:00) Eastern Time (US & Canada).

Where: W4-001 (Large Conference Room)

From: [Brand, Hilary](#)
To: [Pistole, John](#)
Subject: RE: LAX Contacted by Congressman Mica
Date: Friday, May 20, 2011 2:23:20 PM

A little better...thx! H.

From: Pistole, John (b)(6)
Sent: Friday, May 20, 2011 2:19 PM
To: Brand, Hilary
Subject: Re: LAX Contacted by Congressman Mica

Tks, yes I did see it...
Are you feeling better?

From: Brand, Hilary (b)(6)
To: Pistole, John (b)(6)
Sent: Fri May 20 14:16:53 2011
Subject: FW: LAX Contacted by Congressman Mica

**Sir – marked as unread in your e-mail from yesterday...not sure if you saw.
Hope all is well in WV! H.**

From: Kerner, Francine
Sent: Thursday, May 19, 2011 11:24 PM
To: Kair, Lee R
Cc: Pistole, John; (b)(6)
Subject: Fw: LAX Contacted by Congressman Mica

FYI

From: Meyer, Jonathan (b)(6)
To: Wasowicz, John TSA OCC (b)(6); Bonner, Bryan TSA OCC
(b)(6); Ford, Derrick TSA OCC (b)(6); LeGrys, LaVita
(b)(6); Meyer, Jonathan; Houston, Scott T (b)(6)
Cc: Cannon, Kathleen TSA OCC (b)(6); Han, Joanna TSA OCC
(b)(6); Kerner, Francine (b)(6); Bester, Margot TSA OCC
Sent: Thu May 19 21:35:44 2011
Subject: RE: LAX Contacted by Congressman Mica

Thanks. I will let DHS OLA know. They will want to know about this.

From: Wasowicz, John <TSA OCC> (b)(6)
Sent: Thursday, May 19, 2011 8:03 PM
To: Bonner, Bryan TSA OCC; Ford, Derrick TSA OCC; LeGrys, LaVita; Meyer, Jonathan; Houston, Scott T
Cc: Cannon, Kathleen TSA OCC; Han, Joanna TSA OCC; Kerner, Francine; Bester, Margot TSA OCC
Subject: Re: LAX Contacted by Congressman Mica

I am adding OLA, OSO and OGC. Attachment being sent separately. We can follow-up in the morning.

Thanks, Derrick.

From: Bonner, Bryan <TSA OCC>
To: Ford, Derrick <TSA OCC>; Wasowicz, John <TSA OCC>
Cc: Connon, Kathleen <TSA OCC>; Han, Joanna <TSA OCC>; (b)(6)
(b)(6); Bester, Margot <TSA OCC>
Sent: Thu May 19 19:32:59 2011
Subject: Re: LAX Contacted by Congressman Mica

Derrick - thanks for the heads up. Looping in John Wasowicz.

John W. - how should we proceed?

Bryan A. Bonner
Assistant Chief Counsel (Acting)
DHS/TSA - Field Operations
(571) 227-(b)(6) (Office)
(b)(6) (Mobile)

From: Ford, Derrick <TSA OCC>
To: Bonner, Bryan <TSA OCC>
Cc: Connon, Kathleen <TSA OCC>; Han, Joanna <TSA OCC>
Sent: Thu May 19 19:30:19 2011
Subject: LAX Contacted by Congressman Mica

Bryan,

At 3:05pm PDT this afternoon a woman who identified herself as (b)(6) called Randy Parsons, LAX FSD. (b)(6) said she represented Congressman John Mica's Transportation Infrastructure Committee. Without waiting for a response, she said she would put Representative Mica on the phone.

A gentleman came on the line and identified himself as John Mica. He said he wanted to give him a heads up that his Committee would be requesting specific information on TSA's performance at LAX. Mica stated he knew we would have to run this by our headquarters and was going to fax the request to me this afternoon. The fax would contain specific questions to answer. This was the extent of the contact. The FSD called (b)(6) back to ensure she had the correct fax number. FSD stated he will advise as soon as I receive the fax. FSD has alerted Scott Johnson and AD Skip Williams.

Derrick M. Ford
U.S. Department of Homeland Security
Transportation Security Administration
Office of Chief Counsel
Los Angeles
(o) 310.247-(b)(6)
(c) (b)(6)
(f) 310.410.3326

~~This message might contain communications between attorney and client, communications that are part of the Agency deliberative process, or attorney work-product, all of which are privileged and not subject to disclosure outside the Agency or to the public. Please consult with the Office of Chief Counsel before disclosing any information contained in this e-mail.~~

From: (b)(6)
To: (b)(6)
Cc: (b)(6)
Subject: FW: congressman Mica
Date: Friday, May 20, 2011 9:39:20 AM

Ms Brand,

I'm checking back with you in that, with some frequency, my emails go to junk mail instead of the recipient, that is even true with emails I send to my boss right here in the office. With that in mind please let me know if you receive this and whether the Administrator and/or members of his staff would like to meet.

Thank you,

(b)(6)

From: (b)(6)
Sent: Thursday, May 12, 2011 12:46 PM
To: (b)(6)
Cc: (b)(6)
Subject: FW: congressman Mica

Ms Brand,

I'd greatly appreciate it if you could pass the attached to the Administrator and please let me know that you were able to do so. I'm not certain that I have the correct email for either you or the Administrator.

Thank you for your help

Bruce

Bruce J. Brotman
Vice President - Strategy
TecSec Inc.
12950 World Gate Drive suite 100
Herndon, VA 20170
(703)587-7330 (cell)

Dear Administrator Pistole,

My name is Bruce Brotman and I do not believe that we met while we were both at the FBI. I hope that you have a few minutes to read the email thread below, I believe that my company has technology that would be of great interest to you.

I've attached, below, my email to Congressman Mica's staff. Yesterday I read an article entitled "**Investigators Used Falsely Obtained and Fake TWIC Cards to Access Ports**" and thought that it was important to let both you and the Congressman know that there is a standards based fully certified solution available today that fully meets and exceeds all of the TWIC requirements.

I retired as a Bu Section Chief in 1998. I'm a lawyer with a background as the Bank Robbery Supervisor in the NYO but got involved in technology when I was asked to take on the development of the IAFIS system beginning in 1990. After retirement in 1998 I was the CIO at the National White Collar Crime Center in Fairmont, WV and was closely associated

with the FBI's Internet Complaint Center that was collocated with NW3C. After 9/11 was hired as an SES at TSA and was the first FSD to hit the street. About a year later Admiral Loy brought me back to DC to start the Credentialing Program Office and to bring all the biometrics under one hat. I resigned, for reasons we can discuss, in 2003 to go back to WV and start a Byrd funded non-profit "The National Biometric Security Project". My FBI Agent wife got transferred to WFO in 2006 and I joined TecSec; we are cryptographers with some very unique fully certified and standards based capabilities, some of which are described in the email below. I'd appreciate the opportunity to spend some time with you to further describe and demonstrate our capabilities. I also thought you might be interested in a recent comment from an old friend still with TSA "**Pistole on the other hand is much more reasonable and open minded on working smarter and not harder like any good Troop.**" My very best regards,

(b)(6)

From: Bruce J. Brotman
Sent: Wednesday, May 11, 2011 4:28 PM
To: (b)(6)
Cc: (b)(6)
Subject: FW: Biometrics Meeting

Bailey

I was just reading the attached article and thought that I should call to your attention that our Standards based (NIST and ANSI) Smart Card, certified for HSPD-12 for both PIV and PIV-I is a dual chip card that can provide both contact and contactless access with no antennae attached to the main memory so that its critical information cannot be skimmed as the others. It is fully encrypted and activated by the owners biometric, currently we use finger but have sufficient space and capability to include both Iris and/or facial match. In addition, it is the only, to the best of my knowledge, card that has the capability to do biometric match ON CARD as opposed to match on reader or server as others who claim match on card. Therefore, one does not need a database of biometrics at facility locations to verify the card holders biometric identification and dramatically enhances security. In addition, since we do match on card we can function tactically in a communications out environment by a biometric match and card read for permissions on a hand held with no other communications required. Finally, our card is also unique in that it has the capability to carry multiple credentials/permissions for various locations where the TWIC may be necessary. As a result one needs to carry only one card in place of multiple cards that may otherwise be required.

<http://www.hstoday.us/briefings/today-s-news-analysis/single-article/investigators-used-falsely-obtained-and-fake-twic-cards-to-access-ports/c8a9abf5a51601e6c58eba05cd0f7a78.html>

Bailey I'd be most appreciative if we could reschedule our meeting so that Congressman Mica might be made aware of a relatively inexpensive way to fix the TWIC problems now. I remind you that we have a full end to end system to include full biometric enrollment (in under 3 minutes), card management and activation at any location where a biometric reader may be available, adjudication, card issuance and loading of attribute repositories to carry various credentials running live in our Herndon office. I might add that

th

Congressman Wolf is planning to be in TecSec's office on June 7 at 9am for a briefing and demo on our technology.

I hope that we can finally make our schedules mesh so that you and the Congressman can be made aware of a relatively simple and inexpensive solution whose cost can be spread over multiple applications.

Best regards,
Bruce

Bruce J. Brotman
Vice President - Strategy
TecSec Inc.
12950 World Gate Drive suite 100
Herndon, VA 20170
(b)(6) (cell)

From: Bruce J. Brotman
Sent: Friday, April 01, 2011 11:43 AM
To: (b)(6)
Cc: (b)(6)
Subject: RE: Biometrics Meeting

Bailey/Craig,

I'm sorry it has taken so much time to get back to you, we got very busy as clearly happens to you also. I'm aware of the meeting that Congressman Mica had this past Wednesday re credentialing and it reminded me that I owed you a response, my apologies for not being more responsive. We do have the only certified, standards based PIV/PIV-I (HSPD-12) solution that provides a business case that makes sense for which the Congressman is looking. I understand that he was unaware of the PIV standard that the Federal Government promulgated over the last few years for an interoperable credential and I might add, for your edification, the PIV-I standard allows for interoperability with the PIV/FIPS-201 standard for the Federal Government.

I hope that we can still find the opportunity to get together

Best regards,
Bruce

(b)(6)

From: Edwards, Bailey [mailto:Bailey.Edwards@mail.house.gov]
Sent: Monday, March 07, 2011 9:13 AM
To: Bruce J. Brotman
Cc: Weaver, Rachel; Lyons Woodruff Holly
Subject: RE: Biometrics Meeting

Bruce—now that the markup is past us, we have another shot at this in the next week or so. Could you coordinate with Craig and suggest some options for a 20 minute meeting?

I'd also like to introduce you to a new staffer on the Committee, Rachel (copied here) who will be focusing on security issues, including biometrics.

Thanks,
Bailey

From: Bruce J. Brotman [mailto:bbrotman@tecsec.com]
Sent: Thursday, February 17, 2011 10:54 AM
To: Bruce J. Brotman; Edwards, Bailey; Whitham, Craig
Cc: Lyons Woodruff Holly; Dario Berini; Jay Wack; Joy Allen; Monique Jean-Baptiste
Subject: RE: Biometrics Meeting

Bailey,
It looks like 2/22 is now booked. Do you have any thoughts as to a date in March? Also we briefed Congressman Mike Rogers and some of his staff on Tuesday this week. He expressed great interest in that which we are doing and I've been told that he has discussed our briefing with members of the Intel Committee.

I've attached some background information to include Annex D from ANSI X9>73, approved April 15, 2010 for Cryptographic Message Syntax establishing Dynamic Key as a Standard and TecSec's Constructive Key Management® as the Normative.

What we will discuss with you at our meeting is the use of our GSA Approved Product List for HSPD-12 smart card that is very different from any other card on the market and uses its Biometric and CKM capabilities to directly address issues associated with Identity Management as it relates to the Flying public and other things of interest to the Congressman. We will also discuss the business case for how the card issued by the State of Florida can bring more than \$12 Billion in profit to the State over a 4 year period.

Best

(b)(6)

From: [LeGrys, LaVita](#)
To: [Pistole, John](#); (b)(6)
(b)(6)
Cc: [Berge, Bonni](#); [Brand, Hilary](#)
Subject: Fw: 5/9/11 Hearing Transcript on TWIC Program
Date: Wednesday, May 11, 2011 7:56:53 AM
Attachments: 5-09-11 Hearing Transcript-SCST-TWIC-Pistole.doc

For your awareness . . .

LaVita Strickland LeGrys
Assistant Administrator
Office of Legislative Affairs
Transportation Security Administration

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

C: (b)(6)

Sent by Blackberry

From: Harris, Renee <TSA OCC>
To: Kerner, Francine; Bester, Margot <TSA OCC>; List-Counsel-AllMgrs; List-Counsel-LegAuth; Vente, Robert <TSA OCC>; Sadler, Stephen; Berumen, Paul (b)(6) Dean, Lynn; Strosnider, Brian; StPierre, Tracey (b)(6) Lee, Kristin; 'Payne, Sterling' (b)(6) Cahill, Timothy J; Huff, Robert M. ; Antush, Tom; Heffernan, Claire M.; Friedman, Nancy; Richardson, Christopher; Beck, Carol; Cappannari, Michael; Berge, Bonni; Blackwell, Tomeika; Goldman, Howard <TSA OCC>; Hearing, Peter; LeGrys, LaVita; Lung, Ipo; Marston, Alex; Mason, Matthew; Reichert, Kate C.; Rosenbaum, David; Vieco, Russell E; Walker, Daundre
Sent: Wed May 11 07:45:07 2011
Subject: 5/9/11 Hearing Transcript on TWIC Program

Attached is a transcript for the May 9, 2011, hearing on the TWIC program, before the Senate Commerce, Science, and Transportation Committee. Administrator Pistole testified.

Witness statements and an archived webcast are available via the committee [website](#)

Please note the transcript is unofficial and for internal use only.

Opening statements

Committee members and House Rep. Mica: pages 1-7

Pistole: pages 7-8

Cook: pages 8-10

Lord: pages 10-12

Q&A begins on page 12

[Key Quotes from Today's Hearing on Are Our Ports Secure? Examining the Transportation Worker ID Credential Program](#)

Democratic Press Office - (202) 224-8374

May 10 2011

WASHINGTON, D.C.—The U.S. Senate Committee on Commerce, Science, and Transportation held a full committee hearing today titled *Are Our Nation's Ports Secure? Examining the Transportation Worker ID Credential (TWIC) Program*.

Witness List:

Mr. John S. Pistole, Administrator, Transportation Security Administration (TSA), U.S. Department of Homeland Security

Rear Admiral Kevin Cook, Director, Prevention Policy, U.S. Coast Guard, U.S. Department of Homeland Security

Mr. Steve Lord, Director, Homeland Security and Justice, Government Accountability Office (GAO)

Key Quotations from Today's Hearing:

"I want the TWIC program to live up to its mandate. I want it to keep our nation's ports more secure. But as today's report reveals, things need to change—and fast. The program needs stronger fraud controls. We also need to take a clear, hard look at whether we are getting enough return on our investment. In the coming months, I will introduce a port security authorization bill which will address shortcomings in port security credentialing. I look forward to working with the U.S. Coast Guard, the TSA, the GAO, as well as our stakeholder community to make sure we're doing all we can to keep our ports secure and our travelers safe."

Chairman John D. (Jay) Rockefeller IV

"This investigation raises a disturbing question: Are America's ports actually safer now than they were a decade ago? Federal investigators have identified serious problems with the transportation worker ID program—including startling evidence that this program might actually diminish the safety of our ports. Ports are a vital part of our economy, but they have also been identified as targets for terrorist attacks. The results of this investigation are a wake-up call for America and I will be going to work immediately to fix this broken program."

Senator Frank R. Lautenberg (D-N.J.), Chairman, U.S. Senate Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security

"The TWIC program strengthens the security of our nation's ports while facilitating trade through the provision of a tamper-resistant biometric credential to all port workers requiring unescorted access to secure areas of MTSA-regulated port facilities and vessels. To date, TSA has vetted more than 1.8 million TWIC applicants. The national implementation of the TWIC as the common credential verifying the identity and background suitability significantly enhances national maritime security, which previously relied on a patchwork of private and public identity verification and threat assessment architectures to allow access to secure and restricted areas."

Mr. John S. Pistole, Administrator, Transportation Security Administration, U.S. Department of Homeland Security

"The U.S. Coast Guard continues to work closely with the TSA to facilitate outreach to the maritime industry in an effort to enhance the overall Transportation Worker Identification Credential experience for workers and maritime operators—from improving the enrollment and activation processes to ensuring the necessary guidance and support is in place for maritime operator enforcement. We have accomplished important milestones, strengthened working relationships with public and industry stakeholders, and held a steadfast commitment to securing the maritime transportation system while facilitating commerce. As we continue to make improvements regarding compliance, enforcement, and continued industry engagement, we will ensure Congress remains informed of our progress."

Rear Admiral Kevin Cook, Director, Prevention Policy, U.S. Coast Guard, U.S. Department of Homeland Security

"Internal control weaknesses governing the enrollment, background checking, and use of the TWIC potentially limit the program's ability provide reasonable assurance that access to secure areas of MTSA-regulated facilities is restricted to qualified individuals. In addition, TWIC's effectiveness at enhancing security has not been assessed, and the Coast Guard lacks the ability to assess trends in TWIC compliance. As the TWIC program continues on the path to full implementation—with potentially billions of dollars needed to install TWIC card readers in thousands of the nation's ports, facilities, and vessels at stake—it is important that Congress, program officials, and maritime industry stakeholders fully understand the program's potential benefits and vulnerabilities, as well as the likely costs of addressing these potential vulnerabilities. The report we are releasing today aims to help inform stakeholder views on these issues."

Mr. Steve Lord, Director, Homeland Security and Justice, Government Accountability Office

-
Renee Harris
TSA, Office of Chief Counsel
Department of Homeland Security

571-227-

(b)(6)

(b)(6)

-

From: [Lee, Kristin](#)
To: [Pistole, John](#); [Rossides, Gale](#); [Macias, Art](#); [Kair, Lee R](#); [Walton, Kimberly](#); [LeGrys, LaVita](#)
Cc: [Payne, Sterling](#)
Subject: Fw: CAIR release on delta, memphis and muslim passengers
Date: Friday, May 06, 2011 7:06:21 PM

Fyi

From: Allen, Jonathan
To: Lee, Kristin; Payne, Sterling (b)(6) Soule, Greg (b)(6)
Kimball, Nicholas; Riley, J. Kawika
Sent: Fri May 06 16:44:23 2011
Subject: FW: delta, memphis and muslim passengers

Forwarding for awareness since CAIR is pitching this to the media.

From: (b)(6)
Sent: Friday, May 06, 2011 4:40 PM
To: Allen, Jonathan
Subject: delta, memphis and muslim passengers

(b)(6) with the Council on American Islamic Relations in D.C. called us and said Delta Airlines removed two Muslim imams from a flight at Memphis International Airport this morning. (b)(6) (b)(6) said that the men, (b)(6) and (b)(6) were on their way to a religious conference in Charlotte, N.C., that other passengers on the flight were uncomfortable with them, and so the pilot had them removed. (b)(6) said TSA told Delta the men checked out ok, but the pilot said no. Delta supposedly put the men on a later flight.

Have you come across any information on this?

(b)(6)
Business Reporter

CA Media

Publishers of The Commercial Appeal & commercialappeal.com
495 Union Avenue
Memphis, TN 38103
(Office) (b)(6) (Mobile) (b)(6)
(Fax) 901.529.2384

(b)(6)

From: [Lee, Kristin](#)
To: [Pistole, John](#); [Rossides, Gale](#); [Macias, Art](#); [LeGrys, LaVita](#); [Walton, Kimberly](#); [Kair, Lee R](#)
Cc: [Payne, Sterling](#); [Berumen, Paul](#)
Subject: Fw: MEM flight
Date: Friday, May 06, 2011 7:04:18 PM

Fyi. CAIR also issued a press release, will forward.

From: Allen, Jonathan
To: Lee, Kristin; Payne, Sterling (b)(6) Soule, Greg (b)(6)
Kimball, Nicholas; Riley, J. Kawika
Sent: Fri May 06 16:41:03 2011
Subject: MEM flight

Getting a number of inquiries now. Will continue to simply note that the decision to deny was made by the airline.

<http://www.wbvtv.com/story/14588955/2-muslim-men-kicked-off-plane-bound-for-charlotte-they-say>

2 Muslim men kicked off plane bound for Charlotte, they say

Posted: May 06, 2011 4:24 PM EDT

Updated: May 06, 2011 4:24 PM EDT

By Steve Crump, Reporter

CHARLOTTE, NC (WBTV) - Two Muslim men at the Memphis Airport say they were kicked off of a flight at that airport before it took off for Charlotte.

The pair talked to WBTV Friday and we learned that the TSA cleared them to fly. The two passengers went to gate, they got on an airplane, everything was OK.

But here's where things change...the plane left the gate, before getting to runway -- pilot said we need to go back to gate

That's where things started to change for Masudir Rahman, after being ordered off by a Delta Supervisor.

"He said 'Mr. Rahman, sorry the pilot is not allowing you to enter the plane.' I said 'For what reason, TSA had a problem and we were cleared, we don't have anything and we are respected people in our community'."

But, according to Rahman, the pilot said, "I'm not going to take to you."

"For what reason, he said some 'passengers might be upset or uncomfortable'," Raham said the pilot told him.

WBTV placed several calls to Delta Airlines.

A spokesperson told us that they were aware of the situation and this happening with one of their sub-carriers Atlantic Southeast Airlines, which operates the flight.

A spokesperson from ASA said that they are looking into the situation and will get back to us.

From: [StPierre, Tracey](#)
To: [Pistole, John](#); [Rossides, Gale](#); [Walton, Kimberly](#); [Heffernan, Claire M.](#); [Vieco, Russell E](#); [Kerski, Mark](#); [Dean, Lynn](#); [Goldman, Howard <TSA OCC>](#); [Macias, Art <Chief of Staff>](#); [Berumen, Paul](#); [Kerner, Francine](#); [LeGrys, LaVita](#); [Bray, Robert S](#); [Done, Ryan K.](#); [Collier, Erin](#); [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](#); [Sanders, John P](#); [Kair, Lee R](#); [Lenihan, John](#); [Lee, Kristin](#); [Payne, Sterling](#); [Hofsass, Douglas](#); [Wellen, Greg](#); [Sadler, Stephen](#); [LeBoeuf, Jon](#); [Hamami, Karen E.](#); [Flippo, Ian](#); [Hutchinson, Kimberly](#); [Kauffman, Keith G](#); [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](#); [Victor, Nancy](#); [Byrne, Sean](#); [Duncan, James G.](#); [Houston, Scott](#)
Cc: [Pringle, Veronica](#); [Ryan, William](#); [Strosnider, Brian](#); [Antush, Tom](#); [Smith, Rebecca A.](#); [McCormick, Ryan](#); [Ross, Mark](#); [Smith, Karlye](#); [Hall, Sara](#); [Keenan, Siobhan](#); [Curtis, Stephanie](#); [Mullen, Corie](#); [Friedman, Nanea](#); [Johnson, Sherry A.](#)
Subject: Daily Incoming Mail and Tasker Report - Friday, May 6, 2011
Date: Friday, May 06, 2011 6:18:58 PM
Attachments: TSA-110505-016_I.pdf
TSA-110506-003_I.pdf
TSA-110506-013_I.pdf
TSA-110506-018_I.pdf

Daily Incoming Mail and Tasker Report - Friday, May 6, 2011

Today, we received 17 new pieces of incoming correspondence; one rises to the level of needing Front Office attention.

Gerard McDonald, Assistant Deputy Administrator for Safety and Security, Canada, wrote to update TSA on the results of a Canadian initiative to expand the use of an existing bi-national customs and immigration trusted traveler concept into the aviation security environment. TSNM to coordinate with OGS and draft response for Administrator's signature, due to Exec Sec COB 5/19.

In addition, we received 3 new taskers.

1. REQUEST FOR INFORMATION: Rep. John Mica's committee staffer sent OLA a list of information they are requesting from TSA relating to Transportation Security Officers (TSOs) and Behavior Detection Officers (BDOs). OHC to coordinate with OCC and OSO and provide information by 6/6. OLA to coordinate delivery to Congress.
2. DHS TASKER: OGS to clear materials for Inaugural India-U.S. Homeland Security Dialogue by COB, 5/6.
3. DHS TASKER: S1 Tasker - (U//FOUO) U.S. Bound Air Cargo Data – TSNM to provide spreadsheet, due to Exec Sec COB 5/17.

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: [StPierre, Tracey](#)
To: [Rossides, Gale](#)
Cc: [Kair, Lee R](#); [Macias, Art <Chief of Staff>](#); [LeGrys, LaVita](#); [Goldman, Howard <TSA OCC>](#); [Pistole, John](#); [Vente, Robert <TSA OCC>](#); [Berge, Bonni](#)
Subject: RE: Request for Information
Date: Monday, May 02, 2011 5:22:53 PM

We did a search of all correspondence in CCMS from Rep. Mica for the past several months and QFRs and did not find anything requesting the information on the attachment. In correspondence, he had asked for a lot of information related to SPP – including staffing at 16 SPP airports-- and that information was provided. That is all I am aware of that went through ExecSec.

Tracey St. Pierre

Director, Office of the Executive Secretariat

Transportation Security Administration

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

e-mail: (b)(6)

From: Rossides, Gale (b)(6)
Sent: Friday, April 29, 2011 6:08 PM
To: StPierre, Tracey
Cc: Kair, Lee R; Macias, Art <Chief of Staff>; LeGrys, LaVita; Goldman, Howard <TSA OCC>; Pistole, John; Vente, Robert <TSA OCC>; Rossides, Gale
Subject: FW: Request for Information

All: received a call today from the Acting IG that they are in receipt of a request for information from Cong Mica's office regarding a host of issues, to include comparison data for SFO and LAX and nationwide for TSO, training, BDO, injuries, attrition, etc. The request also asks for information on all TSA employees earning 100K or more for the past 4 years. The IG does not have this information available to them and they wanted to know if TSA had received the same request. Please see attached and advise if any office (OSO, OLS, Exec Sec) has received this same request for information. Thank you.

From: Balaban, Dorothy (b)(6) **On Behalf Of** Edwards, Charles
Sent: Friday, April 29, 2011 5:08 PM
To: Rossides, Gale
Subject: Request for Information

On behalf of Charles Edwards, Acting IG:

Good Afternoon Ms. Rossides:

Per your earlier conversation with Mr. Edwards, please find attached the information that was sent to us.

Let us know if we can be of any help.

Have a great weekend.

(b)(6)

(b)(6)

*Special Assistant to the Acting Inspector General
Office of the Inspector General
202-254-*

(b)(6)

From: [Rossides, Gale](#)
To: [LeGrys, LaVita](#); [Lee, Kristin](#); [Berumen, Paul](#); [Bray, Bob](#); [Halinski, John W](#); [Hofsass, Douglas](#); [Hoggan, Kelly \(TSA\)](#); [Johnson, Daniel R.](#); [Kair, Lee R](#); [Kane, Robin E](#); [Kerner, Francine](#); [Lenihan, John](#); [Macias, Art <Chief of Staff>](#); [Newhouse, Victoria](#); [Nicholson, David](#); [Novak, Michael R <FAM>](#); [Payne, Sterling](#); [Pistole, John](#); [Sadler, Stephen](#); [Salvator, Joseph](#); [Sammon, John](#); [Sanders, John P <TSA CTO>](#); (b)(6)
Cc: [Vente, Robert <TSA OCC>](#)
Subject: Re: STATEMENT BY SECRETARY OF HOMELAND SECURITY JANET NAPOLITANO ON THE DEATH OF OSAMA BIN LADEN
Date: Monday, May 02, 2011 1:32:51 PM

Thx, also, in today's CTAB mtg w/ Rand, he was emphatic that all Hill inquiries and requests for briefings be coordinated w/ DHS OLA; he mentioned DOD and CIA are doing specialized briefings to their oversight comms today/tmr; there will be a larger briefing set up to include NCTC, DOJ, FBI and DHS, so stay tuned for that for TSA role.

Gale

From: LeGrys, LaVita
To: Lee, Kristin; Berumen, Paul; Bester, Margot <TSA OCC>; Bray, Bob; Byrne, Sean; Cipicchio, Domenico; Duncan, James G.; Garrison-Alexander, Emma; Grade, Deborah C.; Halinski, John W; Hofsass, Douglas; Hoggan, Kelly (TSA); Holmes, David <Assistant Administrator>; Johns, Jeff; Johnson, Daniel R.; Kair, Lee R; Kane, Robin E; Kauffman, Keith G; Kerner, Francine; Lenihan, John; Macias, Art <Chief of Staff>; Newhouse, Victoria; Nicholson, David; Novak, Michael R <FAM>; Payne, Sterling; Pistole, John; Rice, Stephen; Rossides, Gale; Sadler, Stephen; Salvator, Joseph; Sammon, John; Sanders, John P <TSA CTO>
Cc: Kimball, Nicholas; Soule, Greg; Simons, Michael
Sent: Mon May 02 13:25:23 2011
Subject: Re: STATEMENT BY SECRETARY OF HOMELAND SECURITY JANET NAPOLITANO ON THE DEATH OF OSAMA BIN LADEN

Thank you, Kristin. For your awareness, OLA has received inquiries from the offices of Chairman King and Chairman Mica. We are closely coordinating with DHS OLA and I&A on congressional requests.

As the news cycle further evolves, TSA/OLA anticipates receiving Hill inquiries regarding any change in policy with re: transportation security and protecting the traveling public. We will continue to refer calls to our colleagues at DHS and I&A as appropriate.

Given that Administrator Pistole is scheduled to come before the House Homeland Security Committee on Wednesday morning at 9:30, to discuss surface transportation security issues, Bonni Berge is drafting an updated briefing memo for Mr. Pistole that will outline for him Congress' likely interest in the potential implications of the weekend's developments on surface transportation, in particular, as well as other modes of transportation.

Further, DHS Secretary Napolitano is scheduled to testify before the Senate Homeland Security Committee on Wednesday as well. Outside of issues that will need to be deferred to a classified briefing, we will coordinate with DHS potential Q&As and responses to member questions as to TSA's posture given these events.†

In the meantime, we will keep you apprised of Congress' interest going forward.

Thanks.

LaVita Strickland LeGrys
Assistant Administrator

Office of Legislative Affairs
Transportation Security Administration
O: 571-227 (b)(6)
C: (b)(6)

Sent by Blackberry

From: Lee, Kristin

To: Berumen, Paul; Bester, Margot <TSA OCC>; Bray, Bob ; Byrne, Sean; Cipicchio, Domenico; Duncan, James G.; Garrison-Alexander, Emma; Grade, Deborah C.; Halinski, John W; Hofsass, Douglas; Hoggan, Kelly (TSA); Holmes, David <Assistant Administrator>; Johns, Jeff; Johnson, Daniel R.; Kair, Lee R; Kane, Robin E; Kauffman, Keith G; Kerner, Francine; LeGrys, LaVita; Lenihan, John; Macias, Art <Chief of Staff>; Newhouse, Victoria; Nicholson, David ; Novak, Michael R <FAM>; Payne, Sterling; Pistole, John; Rice, Stephen; Rossides, Gale; Sadler, Stephen; Salvator, Joseph; Sammon, John; Sanders, John P <TSA CTO>; Savastana, Tony; Shall, Daryl; Shelton Waters, Karen; Vieco, Russell E; Walton, Kimberly; Wellen, Greg

Cc: Payne, Sterling; Kimball, Nicholas; Soule, Greg; Simons, Michael

Sent: Mon May 02 11:32:15 2011

Subject: RE: STATEMENT BY SECRETARY OF HOMELAND SECURITY JANET NAPOLITANO ON THE DEATH OF OSAMA BIN LADEN

We continue to receive questions from reporters regarding security measures at airports. Here is what we're providing attributable to a TSA official:

"TSA continually evaluates the latest threats and screening measures which are implemented based on the latest intelligence. As always, passengers may notice a variety of security measures at U.S. airports to include the use of explosives detection technology, physical bag checks, random gate screening, canine teams and behavior detection officers. We ask the traveling public to remain vigilant and report any suspicious activity to the authorities."

From: Lee, Kristin

Sent: Monday, May 02, 2011 10:53 AM

To: Berumen, Paul; Bester, Margot <TSA OCC>; Bray, Bob ; Byrne, Sean; Cipicchio, Domenico; Duncan, James G.; Garrison-Alexander, Emma; Grade, Deborah C.; Halinski, John W; Hofsass, Douglas; Hoggan, Kelly (TSA); Holmes, David <Assistant Administrator>; Johns, Jeff; Johnson, Daniel R.; Kair, Lee R; Kane, Robin E; Kauffman, Keith G; Kerner, Francine; Lee, Kristin; LeGrys, LaVita; Lenihan, John; Macias, Art <Chief of Staff>; Newhouse, Victoria; Nicholson, David ; Novak, Michael R <FAM>; Payne, Sterling; Pistole, John; Rice, Stephen; Rossides, Gale; Sadler, Stephen; Salvator, Joseph; Sammon, John; Sanders, John P <TSA CTO>; Savastana, Tony; Shall, Daryl; Shelton Waters, Karen; Vieco, Russell E; Walton, Kimberly; Wellen, Greg

Cc: Payne, Sterling; Kimball, Nicholas; Soule, Greg; Simons, Michael

Subject: FW: STATEMENT BY SECRETARY OF HOMELAND SECURITY JANET NAPOLITANO ON THE DEATH OF OSAMA BIN LADEN

Fyi.

From: DHS Press Office <DHSPressOffice@HQ.DHS.GOV>

To: DHS Press Office <DHSPressOffice@HQ.DHS.GOV>

Sent: Mon May 02 10:48:25 2011

Subject: STATEMENT BY SECRETARY OF HOMELAND SECURITY JANET NAPOLITANO ON THE DEATH OF OSAMA BIN LADEN

Press Office

From: [Pistole, John](#)
To: [Kair, Lee R](#); [Rossides, Gale](#); [Macias, Art <Chief of Staff>](#)
Subject: Fw: Airport Privatization
Date: Saturday, April 30, 2011 9:45:32 AM

Fyi only...

From: Pistole, John
To: Williams, Kimberley
Sent: Sat Apr 30 09:44:19 2011
Subject: Re: Airport Privatization

Thanks for your perspectives and dedication to your work.
Regards,
John Pistole

From: (b)(6)
To: Pistole, John
Sent: Sat Apr 30 09:21:31 2011
Subject: Airport Privatization

Dear Mr. Pistole,

I am at Glacier Park International Airport that is wanting to go private. This airport director did file in September of 2009. We here at GPI and our community do not want this to happen. Our community has written thousands of letters to our Congressman and Senators to vote against all legislation for privatization. The GPI work force joined AFGE to stop all legislation and so far has succeeded. Now again Congressman Mica has convinced other Congressmen to add legislation to push privatization again. HR-1586 "Security Enhancement and Jobs Act of 2011" is now staring at us in the face. I hope you will keep your word and keep us Federal. We here at GPI are very passionate about our mission. I am attaching information on this Bill. Thank you for listening.

(b)(6)

LTSO GPI

(b)(6)

<<King.doc>>

From: [Pistole, John](#)
To: [Vieco, Russell E](#)
Subject: Re:
Date: Friday, April 15, 2011 10:38:19 AM

Thanks...

From: Vieco, Russell E
To: Pistole, John
Sent: Fri Apr 15 10:23:15 2011
Subject:

For your background only... *Firstline Transportation Security*, located in Tennessee, is owned by *SMS Holdings*. *SMS*, owns/operates a number of private security firms, focusing primarily on Mall and Event Security. *SMS* has donated to virtually every Republican Member in Tennessee, the State Republican Party, as well as Rep. John Mica. *Firstline* is competing for the MCI (Kansas City) SPP contract.

From: [Vieco, Russell E](#)
To: [Pistole, John](#); [Rossides, Gale](#); [Macias, Art <Chief of Staff>](#); [LeGrys, LaVita](#)
Cc: [Hearding, Peter](#)
Subject: RE: T&I Hearing Update
Date: Thursday, April 14, 2011 4:59:54 PM

Sir,

We're still working to set-up calls and should know about the availability of Ranking Members Jackson Lee, Costello and Rahall tomorrow. We'll keep you posted.

Interestingly, unlike OPA and press, we have not received inquiries from staff into Rep. Chaffetz' legislation preventing pat-downs of minor children without parental consent. Although Rep. Chaffetz announced his intent to introduce the measure (in an earlier press-statement), he did not directly engage our office on the language prior to its introduction.

Finally, courtesy of OLA's Alex Marston, below is an snapshot of today's House T&I hearing:

Hearing Subject: "Biometric IDs for Pilots and Transportation Workers: Diary of Failures"

Committee: House Committee on Transportation and Infrastructure

Date: April 14, 2011

Members Present:

- Chairman John Mica (R-FL),
- Rep. Jeffrey Landry (R-LA),
- Rep. Chip Cravaack (R-MI),
- Rep. Richard Hanna (R-NY),
- Rep. Larry Bucshon (R-IN),
- Rep. Blake Farenthold (R-TX),
- Rep. Andy Harris (R-MD),
- Rep. Steve Southerland (R-FL),
- Rep. Laura Richardson (D-CA), and
- Rep. Leonard Boswell (D-IA)

Witnesses:

- Peggy Gilligan, Associate Administrator for Aviation Security, Federal Aviation Administration
- Cita Furlani, Director, Information Technology Laboratory, National Institute of Standards and Technology

Hearing Summary:

In his opening statement, Chairman Mica lamented TSA and FAA's lack of progress in the production of a pilot license featuring biometric measures and a photograph, despite the enactment of legislation requiring such licenses in 2004. Other Members shared Chairman Mica's frustrations, and questions regarding delays in implementation comprised the majority of the hearing.

The Committee heard testimony from both the FAA and NIST. FAA's Associate Administrator for Aviation Security Peggy Gilligan acknowledged that the FAA should have moved more quickly in producing new licenses, but also stated that FAA's progress has been hampered by TSA's own lack of progress. Gilligan emphasized, however, that the addition of biometric measures to pilot licenses requires technological improvements that take considerable time to implement.

Throughout the hearing, Chairman Mica voiced his disappointment that TSA declined an invitation to testify, mentioning that he had considered issuing a subpoena to force TSA to attend. He said he has consulted with the chairmen of the Homeland Security and Oversight and Government Reform Committees and intends to hold a joint hearing with one or both of those Committees on the topic of pilot IDs. Other Members of the Committee also expressed a wish to question TSA on this topic.

While Members of both parties were present at the hearing, only Members of the majority made statements or asked questions.

Key Questions/Issues Raised:

-

Mica: - Why doesn't the TSA recognize pilot certificates as identification? Is it because there's no picture on them?

- How long will it take to issue new pilot's licenses? Why will the final issuance occur more than a decade after legislation was passed?

- How long will it take to publish standards for iris scans?

Landry: - Workers receiving a TWIC card should not have to make two separate trips to pick it up, especially since the trip is hundreds of miles for some workers.

Cravaack: - What are the requirements for TSA's Crewmember Identity Verification Program? The program should include flight attendants.

- Has the TSA considered using biometric pilot licenses for this program?

Hanna: - Why didn't the FAA charge pilots \$5 instead of \$2 for new licenses? If it had, it would have made the program pay for itself.

- Bucshon:** - Why has it taken years to solve a problem that private industry would have solved in a matter of months? What's the real reason why you haven't stepped up to get these licenses done?
- Farenthold:** - How much data needs to be stored on these cards for iris information? Would it require the card to contain a chip rather than just a magnetic slide?
- Harris:** - I wish TSA was here, but I guess they are busy trying to figure out how to pat-down 6-year-olds today.
- Southerland:** - What is the FAA's working relationship with the TSA like?

From: Vieco, Russell E
Sent: Thursday, April 14, 2011 11:20 AM
To: Pistole, John; Rossides, Gale; Macias, Art <Chief of Staff>; LeGrys, LaVita
Cc: Hearing, Peter
Subject: RE: T&I Hearing Update

Yes sir, we'll connect with staff and will double-back. Also, no follow-up (yet) from Mrs. Jackson Lee. Confirmed that Chairman King's staff has passed along your appreciation—holding on a call for now.

From: Pistole, John
Sent: Thursday, April 14, 2011 11:10 AM
To: Vieco, Russell E; Rossides, Gale; Macias, Art <Chief of Staff>; LeGrys, LaVita
Cc: Hearing, Peter
Subject: Re: T&I Hearing Update

Thanks Russ, sounds good. Go ahead and set up those calls pls...today or tomorrow are good also.

From: Vieco, Russell E
To: Pistole, John; Rossides, Gale; Macias, Art <Chief of Staff>; LeGrys, LaVita
Cc: Hearing, Peter
Sent: Thu Apr 14 10:22:12 2011

Subject: T&I Hearing Update

Sir,

Fairly subdued comments from Chairman Mica regarding our participation thus far and attendance appears to be light. In fact, the hearing is taking place in 2253, not their main/large hearing room (2251). Chairman Mica stated that he was going to reach-out to Homeland Security and Oversight and Government Reform in an effort to have TSA appear (under their jurisdiction) at a future hearing...no mention of a subpoena.

Also, we just spoke with T&I/Aviation Minority Staff Director (who we've been working with throughout the week) and confirmed that, overall, Minority Cmte Leadership and Members are comfortable with our non-attendance—though Minority Counsel was reportedly not convinced that our jurisdictional argument was on solid ground. That's not entirely unexpected, as counsel and Members are rarely willing to concede that point.

While it appears that our staff-work is holding up, you may wish to reach out to Ranking Members Rahall and/or Costello next week and share your concerns over the Chairman's approach (which they reportedly share) and reinforce that your commitment to keeping Congress informed.

-Russ

From: [Rossides, Gale](#)
To: [Vieco, Russell E](#); [Pistole, John](#); [Macias, Art <Chief of Staff>](#); [LeGrys, LaVita](#)
Cc: [Hearning, Peter](#); [Kerner, Francine](#); [Wellen, Greg](#); [Sadler, Stephen](#); [Vente, Robert <TSA OCC>](#)
Subject: RE: T&I Hearing Update
Date: Thursday, April 14, 2011 12:56:27 PM

All: now that the FAA witnesses have actually entered into the congressional record, via their testimony, that they are dependent upon TSA before they can do anything about a biometric, I would strongly suggest that a letter from Art to the CoS at FAA be written to clarify what TSA's position is and to ask them to put in writing what exactly they think they need from TSA. We cannot let their statements stand uncontested. Thanks.

From: Vieco, Russell E
Sent: Thursday, April 14, 2011 11:01 AM
To: Vieco, Russell E; Pistole, John; Rossides, Gale; Macias, Art <Chief of Staff>; LeGrys, LaVita
Cc: Hearning, Peter
Subject: RE: T&I Hearing Update

The hearing just wrapped up. Chairman Mica did eventually mention "subpoena," indicating that he had considered it, but was exploring other options with OGR and HHSC committees. Also mentioned this was our 3rd "stonewall" in not appearing before committees. FAA witness suggested their inability to implement a biometric ID for pilots in a timely manner was due to TSA. We're writing up a summary and will relay soonest.

From: Vieco, Russell E
Sent: Thursday, April 14, 2011 10:22 AM
To: Pistole, John; Rossides, Gale; Macias, Art <Chief of Staff>; LeGrys, LaVita
Cc: Hearning, Peter
Subject: T&I Hearing Update

Sir,

Fairly subdued comments from Chairman Mica regarding our participation thus far and attendance appears to be light. In fact, the hearing is taking place in 2253, not their main/large hearing room (2251). Chairman Mica stated that he was going to reach-out to Homeland Security and Oversight and Government Reform in an effort to have TSA appear (under their jurisdiction) at a future hearing...no mention of a subpoena.

Also, we just spoke with T&I/Aviation Minority Staff Director (who we've been working with throughout the week) and confirmed that, overall, Minority Cmte Leadership and Members are comfortable with our non-attendance—though Minority Counsel was reportedly not convinced that our jurisdictional argument was on solid ground. That's not entirely unexpected, as counsel and Members are rarely willing to concede that point.

While it appears that our staff-work is holding up, you may wish to reach out to Ranking Members Rahall and/or Costello next week and share your concerns over the Chairman's approach (which

they reportedly share) and reinforce that your commitment to keeping Congress informed.

-Russ

From: [Vioco, Russell E](#)
To: [Pistole, John](#); [Macias, Art <Chief of Staff>](#); [LeGrys, LaVita](#); [Rossides, Gale](#); [Lee, Kristin](#)
Cc: [Hearding, Peter](#)
Subject: FYA- Rep. Thompson Press Release
Date: Wednesday, April 13, 2011 4:42:06 PM

Just issued:

Screening Protocols for Children Must Be Reviewed April 13, 2011

(WASHINGTON) – Today, Rep. Bennie G. Thompson (D-MS), Ranking Member of the Committee on Homeland Security, released the following statement regarding the incident in New Orleans where a child was subjected to a pat down at an airport security checkpoint:

"I understand that TSA has an important job to do; however, subjecting our children to pat downs must be a last resort. We need common sense procedures for screening our children.

After speaking with Administrator Pistole today, I have been reassured that reviewing current pat down procedures for children is a top priority. I look forward to working with TSA on a protocol being established that would not subject children to the invasive and unnecessary pat downs like the one that occurred in New Orleans."

#

From: Vioco, Russell E
To: Pistole, John; Macias, Art <Chief of Staff>; LeGrys, LaVita; Rossides, Gale
Cc: Hearing, Peter
Sent: Wed Apr 13 16:12:04 2011
Subject: RE:

Will do. Thanks.

From: Pistole, John
Sent: Wednesday, April 13, 2011 4:10 PM
To: Vioco, Russell E; Macias, Art <Chief of Staff>; LeGrys, LaVita; Rossides, Gale
Cc: Hearing, Peter
Subject: Re:

Express appreciation to staff for him on my behalf, and offer a call from me, noting my 3 hour flt to OKC departs at 5:20 or so. Tks...

From: Vioco, Russell E
To: Pistole, John; Macias, Art <Chief of Staff>; LeGrys, LaVita; Rossides, Gale
Cc: Hearing, Peter
Sent: Wed Apr 13 16:05:56 2011
Subject:

Chairmen King-Mica follow-up.

Homeland Majority staff confirms that Mr. Mica approached Chairman King today regarding

his intent subpoena TSA and asked King to be supportive. Chairman King strongly objected to this course of action. Nevertheless, Mica reportedly indicated his intent to pursue the subpoena.

In terms of the subpoena process, staff indicates that it will have to go through the following process:

1. Subpoena introduced/voted-on by the Committee (T&I).
2. If the Committee votes in favor, the Chairman can issue the subpoena to the agency in question—it's our understanding that they cannot compel any one individual to testify, only an "agency representative."
 - The agency retains some limited ability to negotiate the terms of its appearance (witness, date, time, scope). It's our understanding that the subpoena limits the scope of the hearing to the bounds of the Committee's original intent (in this case FAA/Pilots and Transportation Worker Credentialing) and the agency could opt to not respond to questions beyond that specific topic.
3. If the agency does not comply and/or appear, the matter would be brought before the full House of Representatives for a vote in favor of enforcement of the subpoena against the agency, thereby compelling an "agency representative" to appear before the Committee.

Although staff's official word is that Chairman King doesn't require a phone call, given his support, you may consider reaching out to him. If you'd like, we'll double-back with staff to find a good time for a call.

-Russ

From: [Macias, Art <Chief of Staff>](#)
To: [Rossides, Gale](#); [Pistole, John](#)
Subject: Fw: Upcoming T&I Hearing
Date: Tuesday, April 12, 2011 10:34:55 PM

For awareness. Folks are understandably uneasy, but then again this difficult situation is not of our making despite best efforts to alleviate it.

From: Vieco, Russell E
To: LeGrys, LaVita; Macias, Art <Chief of Staff>
Cc: Berumen, Paul; Hearing, Peter
Sent: Tue Apr 12 16:38:50 2011
Subject: Upcoming T&I Hearing

With respect to the full T&I Committee's hearing on biometric IDs for pilots and transportation workers (set for 4/14) and our planned letter declining attendance, I'd like to offer a few thoughts. First, we find ourselves in a classic catch-22 with respect to attendance and jurisdiction. While it's true that House rules specifically carve-out TSA from the Committee's jurisdiction, this carve-out isn't new to the 112th Congress. Even with the "carve-out" in place, TSA Officials have appeared before T&I during previous sessions of Congress:

- 7/12/07—Coast Guard Subcmte, TWIC (Enrollment)
- 1/23/08—Coast Guard Subcmte, TWIC (Enrollment)
- 6/25/08—Pipelines
- 7/24/08—Aviation Subcmte, Administrator Hawley

As you can see, it's been some time since our last official/on the record appearance before the Committee. However, over the years, we've also appeared at a number of "roundtable" and Member-level briefings on TWIC, FAA/Credentialing, LASP, Indian Point Power Station, AIT/Covert Testing and have provided Quarterly Member-level Intel Updates. Granted, the composition/control of Congress is distinctly different now. Even so, it may be prudent for Administrator Pistole to reach out directly to Chairman Mica regarding TSA's position on the hearing before we send a letter—this follows the pattern we established during the recent Oversight and Government Reform Hearing and shows a willingness to work with Congress even if there are issues with notice and/or jurisdiction.

Rather than directly arguing jurisdiction, he could offer that he has demonstrated a willingness to engage on the issue of biometrics for pilots, et al (referencing his recent meeting with Mica and FAA/Babbitt) and would be willing to continue the dialogue, but not at the particular date/time for this hearing. Another alternative would be to have him offer to go on the record and address the Chairman at a mutually agreeable date/time. We've already established an attendance record and we can handle any future requests as they come.

(b)(5)

(b)(5)

I'd offer that we consider a similar approach to the OGR hearing where we attempted to set appropriate/agreeable parameters for the agency's future engagement with the Committee. We can always send the letter as a follow-up.

-Russ

From: [LeGrys, LaVita](#)
To: [Pistole, John](#); [Macias, Art](#); [Rossides, Gale](#)
Subject: Fw: TSA hearing issue
Date: Tuesday, April 12, 2011 9:48:08 PM
Attachments: Mica Ltr 031211 PDF - Adobe Acrobat Pro.pdf
House Rule X cl 1 and cl 2.pdf
112th_Committee_Rules.pdf

Wanted to be sure you were aware that the letter to Chairman Mica was electronically transmitted to his staff this evening. (b)(5)

(b)(5)

Please let me know if you have questions.

Thank you.
LaVita

LaVita Strickland LeGrys
Assistant Administrator
Office of Legislative Affairs
Transportation Security Administration

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

Sent by Blackberry

From: LeGrys, LaVita
To: Macias, Art <Chief of Staff> (b)(6) Grossman, Seth; Peacock, Nelson; Richardson, Christopher; Meyer, Jonathan
Cc: Kudwa, Amy; Kroloff, Noah; Shlossman, Amy; Smith, Sean; LeGrys, LaVita (b)(6) Stroud, Michael; Dietch, Sarah; Sandweg, John; Kerner, Francine (b)(6) Maher, Joseph; Lee, Kristin (b)(6)
Sent: Tue Apr 12 18:38:39 2011
Subject: RE: TSA hearing issue

All:

I have attached the letter that went out this evening from TSA to Chairman Mica declining his invitation to testify before the House Transportation and Infrastructure Committee. For your convenience, I have also attached copies of the House Rule X, which excludes TSA and

matters involving transportation security from the Committee's jurisdiction. TSA cites this rule in the attached letter. I have also attached a copy of the House T&I Committee Rules, which clarifies the Chairman's subpoena authority – please see pages 5 and 6. While the chairman enjoys considerable authority to issue a subpoena, the subpoena may be enforced “only as authorized or directed by the House.”

I hope this will be helpful and look forward to the discussion tomorrow.

LaVita Strickland LeGrys

Assistant Administrator for Legislative Affairs

Transportation Security Administration

U.S. Department of Homeland Security

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

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

Mobile: (b)(6)

(b)(6)

From: (b)(6)

To: Grossman, Seth; Richardson, Christopher; Macias, Art Chief of Staff (b)(6) Meyer, Jonathan

Cc: Kudwa, Amy; Kroloff, Noah; Shlossman, Amy; Smith, Sean; LeGrys, LaVita (b)(6) Stroud, Michael; Dietch, Sarah; Sandweg, John

Sent: Tue Apr 12 17:51:34 2011

Subject: TSA hearing issue

(b)(5)

Thanks

(b)(6)

Assistant Secretary

Office of Legislative Affairs

Department of Homeland Security

202-447-(b)(6)

From: [Pistole, John](#)
To: (b)(6)
Subject: Re: Draft Letter to Mica re Hearing Invitation
Date: Tuesday, April 12, 2011 7:32:49 AM

Fine...

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

From: LeGrys, LaVita (b)(6)
To: Pistole, John (b)(6); Macias, Art (b)(6); Rossides, Gale
<Gale.Rossides@dhs.gov>
Sent: Tue Apr 12 07:28:51 2011
Subject: Draft Letter to Mica re Hearing Invitation

Mr. Pistole,

Per the discussion yesterday regarding TSA's attendance at Thursday's House T&I hearing, OLA has drafted the following letter declining Chairman Mica's invitation to testify. We worked with OCC in drafting the letter and consulted with Nelson Peacock, who has approved the draft.

Please let me know if you are comfortable with the language; if so, I will send the draft quickly through the clearance process.

Thank you.

TEXT:

(b)(5)

Sincerely,

John S. Pistole
Administrator
LaVita Strickland LeGrys
Assistant Administrator
Office of Legislative Affairs
Transportation Security Administration
O: 571-227-
C: 202-236-

Sent by Blackberry

(b)(6)

From: [Howard Beale](#)
To: [Pistole, John](#)
Subject: A TSA Cave in!
Date: Friday, April 08, 2011 9:11:12 PM

The Silence is Deafening!

Isn't it strange that the mouth that roared has stopped roaring? Of course, we are talking about Rep. John Mica. Was his crusade against TSA just made to deter a federal takeover of SFO? What better way to accomplish your goal than to attack TSA as an out of control agency that had to be stopped!

How many times has he been quoted extolling the value of private contractors in providing airport security? Yeah, the 16 airports that are part of the SPP are a shining example of the best that money can buy. Let's see, Tupelo, MS., Jackson Hole, WY., Sioux Falls, S.D. are just a few of the shining examples.

We all know that his main target was SFO on behalf of his blood brother Gerry Berry of Winter Springs, Fla.

So, was SFO the payment to get him to stop his onslaught? Or, will he help blood brother Gerry get more airports by continuing his campaign? We are certainly surprised, but not shocked, that TSA caved in. To be continued.....

From: [Pistole, John](#)
To: [Vieco, Russell E](#)
Subject: Re: SPOT Hearing
Date: Wednesday, April 06, 2011 7:30:24 PM

Thanks Russ....

From: Vieco, Russell E
To: Pistole, John; Rossides, Gale; Macias, Art <Chief of Staff>; LeGrys, LaVita
Cc: Berumen, Paul; Vente, Robert <TSA OCC>; Hearing, Peter
Sent: Wed Apr 06 18:40:54 2011
Subject: SPOT Hearing

Good evening:

Courtesy of Melissa Mann, our counterpart with DHS/S&T's legislative affairs shop, below is a snapshot of key issues and coverage at this morning's House Science Committee hearing on SPOT:

**House Committee on Science, Space and Technology, Subcommittee on Investigations and Oversight
April 6 2011: *Behavioral Science and Security: Evaluating TSA's SPOT Program***

Attendees

Majority: Chairman Broun (GA), Representatives Benishek (MI), Hultgren (IL) Adams (FL) plus an appearance by House Transportation and Infrastructure Chairman Mica

Minority: Ranking Member Edwards; Representative McNerney (CA)

Witnesses

- Mr. Stephen Lord, Director, Homeland Security and Justice Issues, Government Accountability Office
- Transportation Security Administration (Invited)
- Mr. Larry Willis, Program Manager, Homeland Security Advanced Research Projects Agency, Science and Technology Directorate, Department of Homeland Security
- Dr. Paul Ekman, Professor Emeritus of Psychology, University of California, San Francisco, and President and Founder, Paul Ekman Group, LLC
- Dr. Maria Hartwig, Associate Professor, Department of Psychology, John Jay College of Criminal Justice
- Dr. Philip Rubin, Chief Executive Officer, Haskins Laboratories

Overview

At today's hearing to evaluate TSA's SPOT program, HSRPA's Larry Willis ob represented S&T well despite the fact Subcommittee Members took every opportunity to admonish TSA for not presenting a witness. In opening remarks, Chairman Broun stated he was pleased with S&T's participation and credited the validation report, noting his stated goal was not to 'throw the baby out with the bathwater' but to better understand the science behind the program and identify opportunities to improve behavior detection in a security environment. Both the Chairman and Ranking Member Edwards likened SPOT to other troubled acquisitions at the Department stating the inability to properly test and evaluate, allowing operators to get ahead of users and the lack of cost-benefit analysis is indicative of technology deployment at DHS. In addition, Ranking Member Edwards raised concerns with profiling as well as the disagreement among the panel and science community writ large as to whether behavior detection is useful for terrorist detection. House Transportation and Infrastructure Chairman Mica also provided brief comments: 'Distraught' by

TSA's refusal to appear, he suggested convening a panel of Committee Chairs to 'reign in' TSA and asked the Subcommittee for suggestions to improve TSA/SPOT in the FAA bill.

Key Issues/Questions

1. Timing/release of the AIR Report and what additional steps are required for its release.
2. Has the SPOT mission expanded from terrorists to criminals?
3. Is it possible to train BDOs without profiling?
4. Is SPOT a fiasco? How do we know if we need the program?
5. Describe attempts by DHS to work with international partners to get video coverage of incidents and apply SPOT observation techniques.
6. Do TSA employees have enough training/skills to provide the appropriate level of screening?
7. Does TSA plan to use R&D to improve SPOT?
8. What does Israel do?

Initial Press Coverage

CSPAN: <http://www.c-span.org/Events/House-Hearing-on-TSAs-Passenger-Screening-Technology/10737420725/>

WAMU: http://wamu.org/news/11/04/06/power_breakfast_house_science_committee_reviews_airport_security_program.php