TSA Screening Partnership Program Background information:

(November 2010)

✓ Rep. Member Mica helped author the Aviation and Transportation Security Act (ATSA) in 2001 which created the Transportation Security Administration (TSA).

✓ Congress directed TSA to "*provide for the screening* of all passengers and property…that will be carried aboard a passenger aircraft…."

✓ Congress also provided airports the opportunity to opt-out of the all-Federal screening program and instead have screening services provided by private screeners under federal supervision.

✓ Private screening companies must be qualified by TSA to conduct the screening services.

✓ Private screening companies must compete for a TSA contract and be selected by TSA to provide screening under the terms of the contract.

✓ Past evaluations comparing federal and private screeners have indicated that private screeners performed statistically-significantly better than or equal to federal screeners.

✓ Rep. Mica has never advocated "ditching" TSA oversight of aviation security.

✓ For its part, TSA has done everything possible to discourage airports from participating in the Federal private screening program.

✓ Rep. Mica's criticism of the TSA is not limited to the current pat down procedures. Click **here** for more information.

✓ Examples of past TSA security failures:
  o Requiring airlines to ask useless questions about passenger's possession of their bags.
  o Requiring passengers flying to Washington, D.C. to remain in their seats for the last 30 minutes of the flight.
  o Confiscating nail clippers and other harmless items from passengers at checkpoints.
  o Expensive multi-million dollar purchase of Puffers that don't work

✓ Examples of misdirected government programs in need of revision:
  o TSA screening pat downs
  o Advanced Imaging Technology not directed to those who actually might pose a threat.
  o FAA's pilot license without photo and not biometrically-enabled despite 6-year old directive from Congress.
  o Behavior Detection Program (SPOT) not modeled after the Israeli program.
  o In-line explosive detection systems (EDS) for checked bags not installed at all the busiest airports; would provide better security screening with 78% fewer screeners.
  o Spending billions for the most costly and difficult in-line EDS checked baggage systems, including millions spent on worthless planning and design work.
  o Failing to deploy personnel from costly administrative positions to foreign departure points where almost all recent attacks have originated.
  o Multi-modal transportation security program failures.

✓ TSA is a huge bureaucracy spiraling out of control:
  o TSA HQ workforce is 3,590, and its total workforce is currently over 61,000.
  o The average HQ salary is $105,437 and 28.6% of HQ employees are supervisors.
  o After 2001, Congress imposed a 45,000 employee cap on TSA, but four years ago the cap was removed and TSA has grown ever since; it will soon grow to over 67,000 employees.

John L. Mica is the Republican Leader of the Committee on Transportation and Infrastructure