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Description of document:	Letters to Metropolitan Washington Airports Authority (MWAA) complaining about airline security screening, 2010-2011
Requested date:	18-August-2011
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Source of document:	Freedom of Information Policy Request President and Chief Executive Officer Metropolitan Washington Airports Authority 1 Aviation Circle Washington, DC 20001-6000

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METROPOLITAN WASHINGTON AIRPORTS AUTHORITY



September 15, 2011

I am writing in response to your letter of August 18, 2011, in which you requested copies of letters complaining about airline security screening. You said that the search could be limited to the one or two offices most likely to receive complaints of this sort. We also limited the search to 2010 and 2011. I have enclosed copies of the following letters from the files of the Executive Offices of the Metropolitan Washington Airports Authority and from the offices of the Managers of Washington Dulles International Airport and Ronald Reagan Washington National Airport

1. November 5, 2010, letter to E. Lynn Hampton from John L. Mica
2. November 19, 2010, letter from Larry Pratt.
3. Letter received November 26, 2010, from Howard S. Lichtman.
4. February 25, 2011, letter to E. Lynn Hampton from John L. Mica.

I hope you find this information helpful

Sincerely yours,

A handwritten signature in blue ink that reads "Naomi C. Klaus". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

Naomi C. Klaus
Associate General Counsel

Enclosures



U.S. House of Representatives
Committee on Transportation and Infrastructure

James L. Oberstar
Chairman

Washington, DC 20515

John L. Mica
Ranking Republican Member

November 5, 2010

David Heysfeld, Chief of Staff
Ward W. McCarragher, Chief Counsel

James W. Coon II, Republican Chief of Staff

E. Lynn Hampton
President and Chief Executive Officer
Metropolitan Washington Airports Authority
1 Aviation Circle
Reagan Washington National Airport
Washington DC 20001-6000

Dear Ms. Hampton:

I am writing you and other aviation authority members to request your consideration of converting your airports' current aviation security screening from Transportation Security Administration (TSA) screeners to a certified private screening program as provided under a provision which was included as part of the original transportation security law. Under this program, TSA continues to set standards, pay all costs, and conduct performance oversight.

As you may know, I was one of the authors of the Aviation and Transportation Security Act (ATSA) that created the TSA. When the TSA was established, it was never envisioned that it would become a huge, unwieldy bureaucracy which was soon to grow to 67,000 employees. As TSA has grown larger, more impersonal, and administratively top-heavy, I believe it is important that airports across the country consider utilizing the opt-out provision provided by law.

Since the law's implementation, we began the private screening program with five initial airports in each airport size category where screening was provided by certified private screening firms under federal supervision. Currently there are 17 airports that are operating in a similar fashion. In addition, several airports in the state of Montana and in other locations are seeking to utilize the opt-out provision. It is my intention to assist airports in converting to this screening program in order to reform and institute better, more efficient, and more effective screening operations. Hopefully you and other members of your airport authority will consider converting your security operations to this improved model.

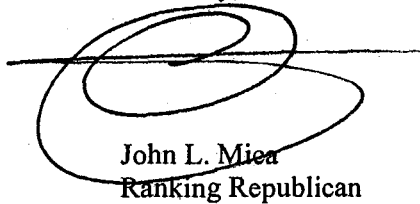
Airports that are considering conversion usually express concern about three matters which I would like to address in turn. First, to the matter of cost, let me assure you that airport authorities will incur no additional expenses. The contract is with TSA and the TSA remains responsible for screening costs. Second, concerning airport involvement, there are several models of implementation, allowing airports different levels of involvement depending upon the local needs and interest. Under one model, the airport authority can be actively involved in providing the screening services. Lastly, concerning liability, the airport's legal exposure is well protected in law.

Past studies have indicated that private screening operations' performance is equal to, or "statistically significantly better than" the all-federal operations. Furthermore, almost all of the positive innovations that have been adopted by the TSA in the screening process have emanated from private screening operations. You may be interested to know that private screening operations at the original pilot program airports: San Francisco International Airport, Kansas City International Airport, Greater Rochester International Airport, Jackson Hole Airport, and Tupelo Regional Airport, have and continue to operate with very high performance levels.

At the federal level, I will be making every effort to encourage the utilization of the Screening Partnership Program. It is both inappropriate and inefficient for the TSA to serve as the administrator, quality assurance regulator, operator and auditor of its own activities. Most comparable international airport systems operate with a public/private screening operation under government supervision and regulation. Better performance, customer service and more efficient operations can be achieved at reduced costs if this system is adopted and properly implemented both at your airports and across the country.

My Aviation Subcommittee staff would be pleased to assist you should you move forward with a decision to opt to have a certified private screening program at your airport. Please feel free to contact me, or the Aviation Subcommittee Staff Director Holly Woodruff Lyons and Professional Staff member Bailey Edwards at 202-226-3220, should you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, consisting of a large, stylized 'J' and 'M' that are interconnected. The signature is written over a horizontal line.

John L. Mica
Ranking Republican

10/10/10

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MA-1
DEC 2 2010

Larry Pratt

8522 Wild Spruce Drive, Springfield, VA 22153 • 703-569-0172 • ldpratt@gunowners.org

November 19, 2010

Metropolitan Washington Airports Authority
1 Aviation Circle
Washington, DC 20001-6000

Re: TSA

I am a frequent flier who wants to see the TSA fired. These people have forgotten that they work for us. It is time to switch to private firms and the use of the kind of equipment used in the Netherlands. They use radio waves that can detect explosives (even in cavities) and plastic. The image is mannequin-like.

The backscatter equipment is a result of a dirty deal involving Michael Chertof.

It would also help to drop randomness and target behavior and Muslims.

The current situation is unacceptable.

Sincerely,



Larry Pratt

Howard S. Lichtman
President
Human Productivity Lab
43861 Laurel Ridge Drive
Ashburn, VA 20147
O 512-828-7317
F 480-393-5435
M 571-331-5678

HSL@HumanProductivityLab.com
[Http://www.HumanProductivityLab.com](http://www.HumanProductivityLab.com)

Human Productivity Lab
Productivity is our Middle Name
BUT we Always put the HUMAN
First.

Rec'd
11/24

Rec'd 12/2/11
MA-100

From HSL@HPL

Robert Sullivan + Lynn Hampton

To: IAD & DCA

From: HSL

Fax: 703-417-8949

Pages: 3/2

Phone:

Date:

Re:

CC:

☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

Dear Airport Management,

I have the option of flying out of DCA or IAD. I will prioritize my choice based on which of you drops the TSA 1st. There is no AI-CIA-da. It is the intelligence agencies' boogie man. Every intelligent American that I know believes that 9-11 was an inside job so let's quit pretending there are dastardly Arab spy networks operating out of caves in Afghanistan and put the interests of the flying public 1st.

If you are having trouble finding "the sack" to kick the TSA out of your airport then maybe you should head out to the TSA screening area and they can help you find it.

This is the first time that I have learned that airports have the option of kicking the TSA out... As far as I am concerned you are fools for not having kicked them out sooner and you are looking dumber every second they are in your airport pissing off your customers.

HSL

Airports consider congressman's call to ditch TSA

(AP) – 15 hours ago

ATLANTA (AP) — In a climate of Internet campaigns to shun airport pat-downs and veteran pilots suing over their treatment by government screeners, some airports are considering another way to show dissatisfaction: Ditching TSA agents altogether.

Federal law allows airports to opt for screeners from the private sector instead. The push is being led by a powerful Florida congressman who's a longtime critic of the Transportation Security Administration and counts among his campaign contributors some of the companies who might take the TSA's place.

Furor over airline passenger checks has grown as more airports have installed scanners that produce digital images of the body's contours, and the anger intensified when TSA added a more intrusive style of pat-down recently for those who opt out of the full-body scans. Some travelers are using the Internet to organize protests aimed at the busy travel days next week surrounding Thanksgiving.

For Republican Rep. John Mica of Florida, the way to make travelers feel more comfortable would be to kick TSA employees out of their posts at the ends of the snaking security lines. This month, he wrote letters to nation's 100 busiest airports asking that they request private security guards instead.

"I think we could use half the personnel and streamline the system," Mica said Wednesday, calling the TSA a bloated bureaucracy.

Mica is the ranking Republican on the House Transportation and Infrastructure Committee. Once the new Congress convenes in January, the lawmaker is expected lead the committee.

Companies that could gain business if airports heed Mica's call have helped fill his campaign coffers. In the past 13 years, Mica 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.

Private contractors are not a cure-all for passengers aggrieved about taking off their shoes for security checks, passing through full-body scanners or getting hand-frisked. For example, contractors must follow all TSA-mandated security procedures, including hand patdowns when necessary.

Still, the top executive at the Orlando-area's second-largest airport, Orlando Sanford International Airport, said he plans to begin the process of switching to private screeners in January as long as a few remaining concerns can be met. The airport is within Mica's district, and the congressman wrote his letter after hearing about its experiences.

CEO Larry Dale said members of the board that runs Sanford were impressed after watching private screeners at airports in Rochester, N.Y., and Jackson Hole, Wyo. He said TSA agents could do better at customer service.

"Some of them are a little testy," said Dale, whose airport handles 2 million passengers a year. "And we work hard to get passengers and airlines. And to have it undone by a personality problem?"

AP Associated Press

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RECEIVED

FEB 28 2011

U.S. House of Representatives
Committee on Transportation and Infrastructure
Washington, DC 20515

John L. Mica
Chairman

Nick J. Rahall, III
Ranking Member

James W. Coon II, Chief of Staff

February 25, 2011

James H. Zoia, Democrat Chief of Staff

E. Lynn Hampton
President and Chief Executive Officer
Metropolitan Washington Airports Authority
1 Aviation Circle
Reagan Washington National Airport
Washington DC 20001-6000

Dear Ms. Hampton:

Late last year I wrote to inform you about the Transportation Security Administration (TSA) security screening opt-out program, also known as the Screening Partnership Program (SPP), which I helped craft in the Aviation and Transportation Security Act of 2001 (ATSA). This program allows airport authorities to choose the best security model for their facility by providing an option to utilize qualified privatized screeners for security screening instead of TSA screeners. Since that communication, numerous airport authorities across the Nation have been considering using this option.

On January 28th, without proper consultation with Congress, TSA abruptly and arbitrarily announced a halt to the SPP. This action temporarily removed the lawful right of airport authorities to determine the best security model for their airport, clearly violating the intent and spirit of the law. Unfortunately, TSA also denied pending SPP applications from six airports since its announcement at the end of January. However, be advised TSA's action is currently being challenged in Congress, not only by me but by other members of both the U.S. House and U.S. Senate. You should also know that a number of airports are considering legal action against TSA, which I hope can be avoided.

As Chairman of the Transportation and Infrastructure Committee and one of the congressional authors of the law creating the SPP, I have initiated a full investigation of the matter and submitted a formal request to TSA Administrator Pistole to provide Congress with details relating to his arbitrary decision. In addition, we are working with House and Senate Members of Congress to clarify and outline in the Federal Aviation Authorization bill provisions that will allow the SPP to operate as intended by Congress. Additionally, Senator Roy Blunt (R-MO) has included a provision in that pending legislation that would require TSA to reconsider and approve as appropriate the six airport applications that have already been denied.

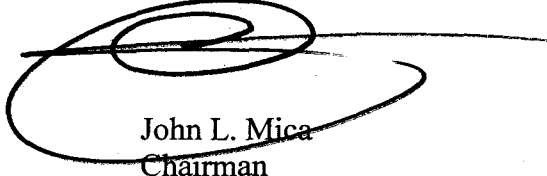
February 25, 2011

Page Two

Please be assured that we will do everything possible to ensure that our Nation's airports will regain their original authority to choose the best security model for their facility as outlined in the law and properly outline their rights in law.

This unacceptable edict by TSA, and other serious missteps by this important agency, will in fact help expedite the passage of long overdue reforms. I will keep you informed as Congress initiates a resolution to this matter and further TSA reforms. Any recommendations you wish to provide regarding TSA improvements would be most welcome as we proceed. If you require additional information, or if I can assist you in any way, please contact Rachel Weaver on my staff at (202) 226-0066 or Rachel.Weaver@mail.house.gov.

Sincerely,

A handwritten signature in black ink, consisting of a large, stylized 'J' followed by a horizontal line and a loop.

John L. Mica
Chairman