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

James L. Oberstar
Chairman

June 7, 2007

John L. Mica
Ranking Republican Member

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

James W. Coon II, Republican Chief of Staff

Honorable Michael Jackson
Deputy Secretary
Department of Homeland Security
Washington, D.C. 20528

Dear Deputy Secretary Jackson:

I recently visited Kansas City International Airport (KCI) for a tour and briefings by the airport director and the Federal Security Director (FSD). As you know, KCI is one of the original Screening Partnership Program (SPP) participants and FirstLine Transportation Security, Inc. (FirstLine) provides the screening services there under a contract with the Transportation Security Administration (TSA). The security operation at KCI is quite impressive, especially given the unique configuration of the airport. Additionally, J. D. Power and Associates recently announced the results from its seventh annual North America Airport Satisfaction Study^{SM}, ranking Kansas City International #1 in customer satisfaction among medium-sized airports. All of this was very welcomed news.

While touring KCI, I asked the FSD if they were utilizing the Screening Passengers by Observation Techniques (SPOT). I support the SPOT Program because I believe that our first line of defense must be to spot and then focus our screening efforts on those with "bad intent." As you are aware, the TSA's specialized SPOT or behavior recognition training will allow the Transportation Security Officers (TSOs) to identify much earlier in the process those passengers who should receive secondary screening and close monitoring. I firmly believe that this will add a crucial layer of security to our screening checkpoints and will better utilize our highly-trained TSOs. I have cautioned, as recently as last month, that the behavior recognition training and implementation must occur more quickly and must be put in place at all of our Nation's airports.

Therefore, you can understand that I was very concerned and disappointed to learn that KCI was not part of the SPOT Program and the private screeners had not received any behavior recognition training. Additionally, I learned that when the behavior recognition concept was first discussed, and before TSA had released any program, the local TSA working with FirstLine, developed its own program. It is my understanding that the FSD had carried their behavior recognition concept forward to
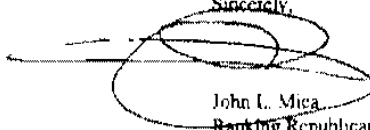
TSA · 070619-011

TSA Headquarters for concurrence. That concurrence was never received and KCI is not a part of the SPOT program.

It is my understanding that the TSA is slowly "rolling-out" the SPOT Program after successful testing a various airports across the country. It is also my understanding that to date none of the airports participating in the SPP have been selected to receive the SPOT training and to participate in the program.

I am writing to ask that you look into the TSA's planned roll-out of the SPOT Program. I urge you to ensure that this vitally important Program be implemented in a more expedited fashion and that TSO's and private screeners at all of our Nation's airports receive the training as soon as possible.

I thank you for your consideration of this request and look forward to hearing from you on the status of TSA's SPOT Program in the future.

Sincerely,

John L. Mica
Ranking Republican Member
Committee on Transportation & Infrastructure