



Remembering the Past, Informing the Future

Mission Hall curated by
Nancy Flores Snyder



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REMEMBERING THE PAST INFORMING THE FUTURE



The History of TSA:

Remembering the Past Informing the Future

The permanent exhibit at TSA's headquarters tells the story of how the agency was born from the tragedy of the events that occurred on September 11, 2001. The exhibit begins with the Cornerstone inscription that forms the basis of the TSA Mission. The inscription is surrounded by 20 badges that are issued to employees across the agency. The installation is a tribute to the entire workforce as everyone plays a vital role at TSA. Each piece in the permanent collection is a time in history that has impacted the agency to evolve policies and procedures to continue securing the nation's transportation systems.



FORGED ON AN ANVIL OF CRUEL NECESSITY AND BLOOD SHED INNOCENTLY,

the Transportation Security Administration was built urgently in a time of war, to preserve peace.

This vital agency was made not of steel and stone, but of innovation, quiet patriotism, steady virtue and the firm resolve of a nation that would not yield to terror. This is the lasting cornerstone upon which in less than a year, TSA was built. May these cornerstone virtues be preserved and grow across the ages.

The Department of Transportation is proud to have created and nurtured this vital agency from its inception on November 19, 2001 through transition to the Department of Homeland Security on March 1, 2003.

Godspeed to the men and women of TSA, as you continue to serve your noble mission for a grateful nation.





1971: Port Authority Trans-Hudson Subway Station

World Trade Center PATH Train Rails

Rails salvaged from the destroyed Port Authority Trans-Hudson (PATH) subway station, originally located below the World Trade Center towers. Donated to TSA by the Port Authority of New York and New Jersey.

In 1971, the Port Authority Trans-Hudson rapid transit system began operating a railway station at the World Trade Center. By 2001, the station provided passenger service between lower Manhattan and New Jersey for roughly 25,000 people a day. When word of the impact of American Airlines Flight 11 reached the PATH station,

the operators acted quickly to restrict train service into the station and to evacuate passengers and employees. The final train left the station at 9:12 a.m., eight minutes after the impact of United Airlines Flight 175 and forty-seven minutes before the collapse of the south tower. The collapse destroyed the station and halted PATH train service to Manhattan for two years. When service resumed following the completion of a new temporary PATH station at the World Trade Center site in 2003, the inaugural train was the same one used in the evacuation.





1979-1994: The Threat

Since the 1960's, terrorists have used a variety of different tools and tactics to target aviation. The artifacts described here reveal the various components that were used in the creation of some of history's most notable improvised explosive devices. Simulated mechanisms such as these are used by explosives operations specialists to learn about past threats and develop new aviation security policies and procedures. No matter how young our agency may be, our history teaches us valuable lessons. Where we come from, the successes we have achieved as well as the setbacks we have faced, it all shapes our future. Our history drives us to be better, it inspires us with valuable lessons about leaders who have come before us and their sacrifices. Our history helps us understand who we are and to do our jobs better and accomplish our larger mission of protecting our homeland from future attacks.

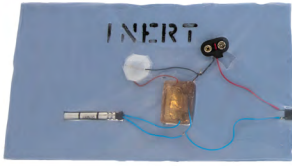
November 15, 1979 UNABOMBER Attempts to Destroy American Airlines Flight 444 From Chicago to Washington

Ted Kaczynski, also known as the UNABOMBER, attempted to destroy American Airlines Flight 444, a Boeing 727 flying from Chicago to Washington, DC.

Kaczynski's improvised explosive device (IED) consisted of a detonator made from triacetone triperoxide (TATP) and a main charge using ammonium nitrate. The device was contained within a small wooden crate, covered by cardboard and brown paper; a 7.5 inch by 4-inch diameter metal can, four "C" cell batteries, a barometric pressure switch, and a "loop" switch. The bomb failed to detonate because it contained barium nitrate, a powder often used to create green smoke in fireworks, not explosive powder. The device burned in the cargo compartment causing the aircraft to make an emergency landing at Dulles International Airport outside Washington, D.C. due to dense, green, smoke.

Reproduction provided by The Explosives Operations Branch.





August 1982

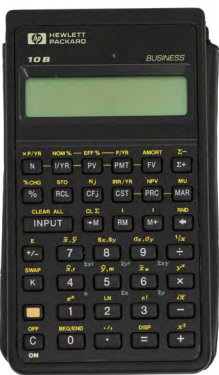
Terrorist Group Carries Out Multiple Aircraft Attacks on Pan American Flights

Multiple attacks were carried out by Abu Ibrahim and the 15 May Organization, a terrorist group associated with the Popular Front for the Liberation of Palestine – General Command. These attacks targeted various aircraft, using commercial blasting caps as detonators, consisting of homemade Pentaerythritol tetranitrate (PETN), pressed into thin sheets and placed under passenger seats. Additionally, these devices used e-cell solid state timers, AAA batteries, homemade pressure switches, and sub-miniature audio jacks for safe arming. The first attack occurred on August 11, 1982 aboard Pan American Flight 830, a Boeing 747. Mohammed Rashed planted a bomb under a seat cushion. The plane was just beginning its descent when the device exploded, killing one passenger and injuring 15 others. A few days later, on August 25, 1982, another device was found between the seat cushion on Pan American Flight 441, also a Boeing 747. The bomb's triggering mechanism was an electric timer, a barometric sensor, and two AA batteries. The explosive was a 4 by 10-inch sheet of 1/8-inch thick plastic explosive. These attacks were later linked to a series of attacks using checked suitcases and shoulder bags targeting commercial aircrafts in the 1980s.

Reproduction provided by The Explosives Operations Branch.

April 17, 1986

Under the Direction of the Syrian Government, a Bomb was Attempted on El Al Airlines Flight 106



Nezar Hindawi, working on behalf of Syrian intelligence services, planned to secretly place a bomb in the bottom of a suitcase carried by his fiancée, Anne Marie Murphy, on El Al Airlines Flight 016, a Boeing 747 scheduled to fly from London Heathrow to Tel Aviv. The bomb consisted of an IED contained within a Commodore scientific calculator in the checked

baggage with approximately three pounds of plastic explosives charge hidden below a false bottom in the suitcase. Airport security discovered the device prior to loading it onto the aircraft. The 1980's became known for a series of IEDs hidden in suitcases which prompted the United States to develop explosives detection systems (EDS) similar to those currently in use at airports across America.

Reproduction provided by The Explosives Operations Branch.

November 29, 1987

Under the Direction of North Korea, an Attack was Carried Out on Korean Airlines Flight 858 Flying From Baghdad to Seoul



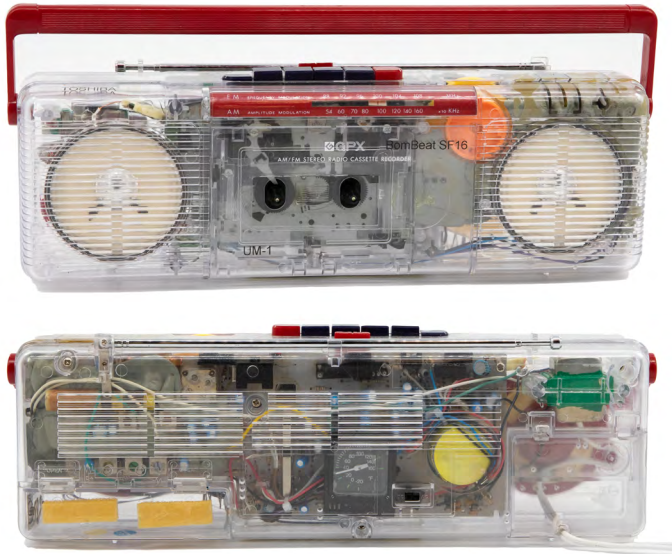
Kim Seung-il and Kim Hyon Hui (under the direction of North Korean President Kim Il-Sung) perpetrated an attack on Korean Airlines Flight 858, a Boeing 707, during a flight from Baghdad to Seoul.

The North Korean agents used an IED consisting of a Panasonic transistor radio containing the initiating explosive and an external whiskey bottle filled with a liquid explosive. A carton of cigarettes held the components together in a duty free bag. The resulting explosion caused the airplane to crash into the sea off the west coast of Thailand, resulting in the loss of all 115 persons on

board. Kim Seung-il swallowed a cyanide capsule hidden in a cigarette and died when he was apprehended, but Kim Hyon Hui failed to commit suicide, and was captured and sentenced to death. However, South Korean president, Roh Tae-woo pardoned her, saying Kim was merely a brainwashed victim of the North Korean government.

Reproduction provided by The Explosives Operations Branch.





December 21, 1988

Lockerbie Bombing: A Terrorist Bombs Pan American Flight 103 Flying From London To New York

Libyan government agent Abdel Basset Ali al-Megrahi placed a bomb on an Air Malta flight that was subsequently transferred to Pan American Airlines Flight 103, a Boeing 747-100 flying from London to New York City. The IED consisted of a modified Toshiba stereo radio cassette recorder, Model Bombeat SF16, containing an explosive charge, an altimeter arming mechanism, an electronic time delay, and a commercial detonator, all placed inside a Samsonite suitcase that was processed as a checked bag. The resulting explosion caused the aircraft to break apart in flight falling over an 848 square mile area. The plane's wings, along with tanks carrying 100 tons of jet fuel, plummeted into Lockerbie, Scotland, creating an inferno and a crater more than 150 feet deep that registered miles away as a seismic event. The explosion resulted in the loss of 270 lives (259 passengers and crew of Pan Am Flight 103 and 11 citizens of Lockerbie).

Reproduction provided by The Explosives Operations Branch.

that included the Chicago, Cleveland, and Indianapolis Civil Aviation Security Field Units and a post of duty in Columbus, Ohio. The Federal Aviation Act of 1958 was signed by President Dwight D. Eisenhower on August 23, 1958, which created the Federal Aviation Agency, later renamed FAA. The act empowered the FAA to oversee and regulate aviation safety. In the 1960s, the United States experienced a hijacking epidemic which thrust the FAA into the business of civil aviation security. The FAA Aviation Explosives Security Program, which became the TSA's Explosives Operations Division, began in the summer of 1970 when FAA hired its first full-time Explosives Specialist. In March 1972, the Aviation Explosives Security Program created the FAA Canine Program which is now the TSA Explosives Detection Canine Program. On September 11, 2001, the FAA immediately halted all traffic for the first time in U.S. aviation history.

December 11, 1994

Bombing of Philippine Airlines Flight 434: A Test Run for Operation Bojinka

Ramzi Yousef placed a device on board Philippine Airlines Flight 434, a Boeing 747 flying from Cebu, Philippines to Tokyo, Japan. The device consisted of a Casio DB-61 Databank wrist watch timer, a contact lens solution bottle filled with a homemade explosive main charge, two 9 volt batteries, and a pilot lamp wrapped with guncotton within a small cardboard tube made from an airline ticket to create a TATP detonator. The device exploded in-flight killing one passenger and



injuring six others. This was a test run for attacks planned for January 1995 to destroy twelve trans-Pacific U.S. flagged airline flights in a 24-hour period. The plot was discovered and disrupted in Manila, Philippines. The terrorists referred to this plot as "Operation Bojinka." Yousef was the nephew of Khalid Sheikh Mohammad, the mastermind of the 9/11 attacks on the World Trade Center and the Richard Reid shoe bomb attack.

Reproduction provided by The Explosives Operations Branch.



FAA Plaque

1991


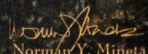

The Federal Aviation Administration (FAA) had nine domestic regions. This plaque is from the Chicago Civil Aviation Security Field Office and had an area of responsibility

CORNERSTONE

FORGED ON AN ANVIL OF CRUEL NECESSITY
AND BLOOD SHED INNOCENTLY,
THE TRANSPORTATION SECURITY ADMINISTRATION
WAS BUILT URGENTLY
IN A TIME OF WAR, TO PRESERVE PEACE.
THIS VITAL AGENCY WAS MADE NOT OF STEEL AND STONE,
BUT OF INNOVATION, QUIET PATRIOTISM, STEADY VIRTUE
AND THE FIRM RESOLVE
OF A NATION THAT WOULD NOT YIELD TO TERROR.
THIS IS THE LASTING CORNERSTONE UPON WHICH,
IN LESS THAN A YEAR, TSA WAS BUILT.
MAY THESE CORNERSTONE VIRTUES BE PRESERVED
AND GROW ACROSS THE AGES.

THE DEPARTMENT OF TRANSPORTATION IS PROUD
TO HAVE CREATED AND NURTURED THIS VITAL AGENCY
FROM ITS INCEPTION ON
NOVEMBER 19, 2001
THROUGH TRANSITION TO THE
DEPARTMENT OF HOMELAND SECURITY ON
MARCH 1, 2003.

GOD SPEED TO THE MEN AND WOMEN OF TSA,
AS YOU CONTINUE TO SERVE YOUR NOBLE MISSION
FOR A GRATEFUL NATION.

 
Norman Y. Mineta
Secretary of Transportation 





September 11, 2011: Moment of Reflection Niche

Aluminum Alloy from the World Trade Center

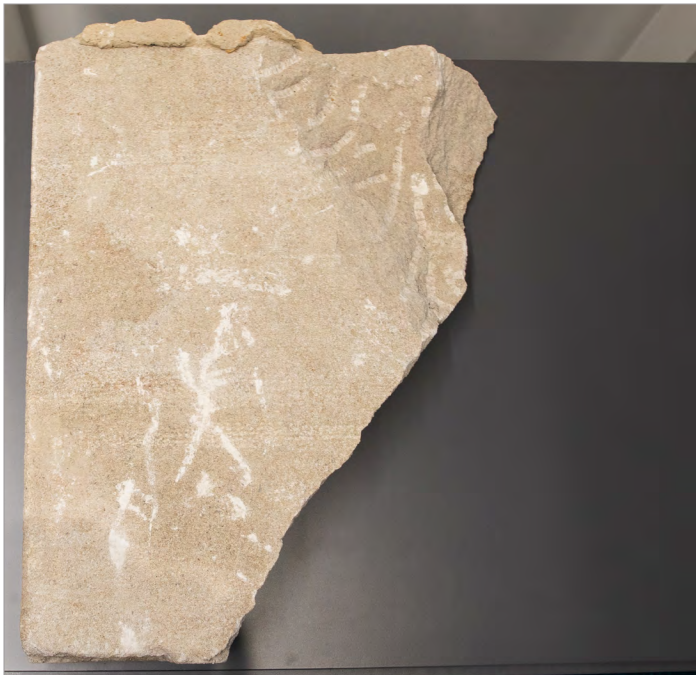
The metal was recovered following the destruction of the towers on the morning of September 11, 2001. Donated by the Port Authority of New York and New Jersey in 2011.



American Flag from Boston Logan International Airport

American flag from Terminal B of Boston Logan International Airport. The flag flew following TSA's federalization of the airport on August 6, 2002. Nearly a year before, American Airlines Flight 11 departed from Gate 32 of the terminal on September 11, 2001. Donated by Transportation Security Officer, William Stracqualursi.





Indiana Limestone from the Pentagon

Pieces of Indiana limestone recovered from the exterior western walls of the Pentagon following the impact of American Airlines Flight 77 on the morning of September 11, 2001. The Pentagon was designed by the architect George Bergstrom. In a strange coincidence, groundbreaking took place on September 11, 1941, sixty years before terrorists crashed American Airlines Flight 77 into the western side of the building. Donated to the Transportation Security Administration in 2003.



The Cornerstone

The Cornerstone was given to TSA as a gift in February 2003 by the leadership of the Department of Transportation. The gift was designed to commemorate the agency and to recognize its approaching transfer to the newly created Department of Homeland Security. The stone bears the signature of Secretary Norman Mineta along with the original TSA seal and the DOT seal. It was officially given to TSA at a special celebration that was held on February 27, 2003. TSA's transfer to DHS, which had been mandated by the Homeland Security Act, was signed into law November 25, 2002 and officially took place on March 1, 2003.





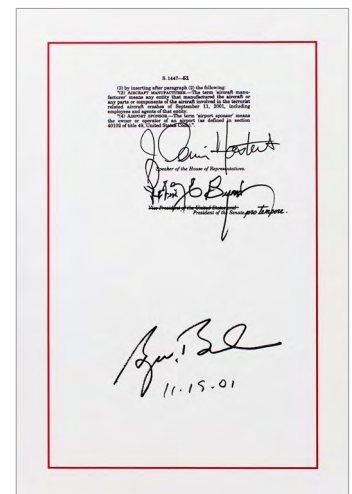
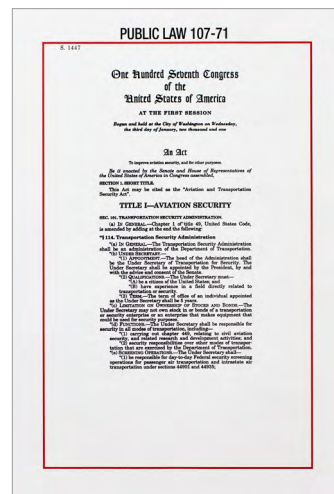
2001-2006: The Inception

September 11, 2001 set in motion a chain of events that would bring about the creation of a new Federal agency, specifically designed to improve security and prevent a similar attack in the future. This is the first time passenger airliners were used as weapons rather than bargaining tools, changing the way hijacking is perceived as a security threat. In direct response to the September 11 attacks, the Transportation Security Administration (TSA) was formally created on November 19, 2001 when the Aviation and Transportation Security Act (ATSA) P.L. 107-71, was signed into law by President George W. Bush. The act outlined the new agency's basic structure and responsibilities within the U.S. Department of Transportation and mandated an ambitious set of transportation security deadlines that TSA was required to meet. TSA, as envisioned by ATSA, would be larger than the FBI, DEA, and Border Patrol combined; the legislation called for it all to be operational within one year. Ultimately the creation of TSA would constitute the largest mobilization of the federal government since WWII and the largest civilian undertaking in the history of the U.S. government.

November 19, 2001 Aviation And Transportation Security Act

The Aviation and Transportation Security Act, Public Law 107-71, was signed by President George W. Bush on November 19, 2001. The act called for the establishment

of the Transportation Security Administration (TSA) under the Department of Transportation (DOT). It vested in the Under Secretary of Transportation for Security the responsibility for security for all modes of transportation, which previously was the responsibility of the FAA. The Act directed the DOT to build and staff a new agency— an agency larger than the FBI, the Drug Enforcement Administration, and the Border Patrol combined. Under ATSA, TSA was charged with protecting air, land, and rail transportation against terrorist threats, sabotage, and other acts of violence through the deployment of passenger and baggage screeners; detection systems for explosives, weapons, and other contraband; and employing other security technologies. Finally, ATSA



directed TSA to conduct screening by federal officials, conduct 100 percent checked baggage screening, expand the Federal Air Marshal Service, reinforce cockpit doors, and federalize the aviation security system by the end of 2002.

December 22, 2001

Attempted Aircraft Bomb On American Airlines Flight 63 Concealed In Hiking Shoe



Richard Reid attempted to detonate an explosive device concealed in his shoe while on board American Airlines flight 63, a Boeing 747 flying from Paris to Miami. The device consisted of an improvised TATP blasting cap and a PETN-based plastic explosive. Other components included a hiking shoe, detonating cord, and matches. The device failed to detonate and passengers and crew members subdued and restrained Reid until the plane was able to land safely.

Reproduction provided by The Explosives Operations Branch.

January 14, 2002

Original TSA Headquarters

Original TSA headquarters depicting the “War Room” with wall mounted whiteboards that detail the various mandates of ATSA that TSA was required to meet.



January 14, 2002

Early Leadership

TSA's early leadership team taken at the original TSA headquarters located in the DOT building at 400 Seventh Street SW.



L-R: Ashely Cannatti, Tony Woo, Francine Kerner, Ralph Basham, John Magaw, Gale Rossides, Stephen McHale, Kevin Houlihan, Lana Tannozzini.

2002

Early Leadership

Early leadership meeting with members of the “Go-Team 32.” Date Unknown.



John Magaw (and continuing around the table to his left), John Moran, Doug Callin, Steve Keenley, (an unidentified man in a green shirt), Adm. Paul Busick, Steve Froehlich, Jack Renwick, Lana Tannozzini, Ralph Basham, Kevin Houlihan and Rochelle Granat. Steve McHale is standing in the rear.

January 23 - March 8, 2002 Civil Aviation Security Functions Transferred to TSA

An FAA Civil Aviation Security graduating class at the FAA Academy in Oklahoma City, Oklahoma, taken in early 2002. During this time, regulations were in transition so the candidates who started their training under 14 CFR Part 107-108, 109, and 129 had their courses change mid-session to align with the legal changes. After graduating from the FAA Academy, FAA Special Agents were trained under Title 49 CFR Part 1500 series which completed the transfer of FAA's civil aviation security functions to TSA.



FAA Class graduating class: Lloyd Andy Anderson, Christine Assili, Vernon Boolootian, Don Burke, Ann Killian, Chris Leferink, Pat Lyddan, Jesse McDaniels, Ken Meyer, Jason Nelson, Nick Peterson, Al Ruiz, Mike Schnaider, Rosalyn Stephens-Huguley, Michelle Washington-Holland, Michael Wilbanks.

February 17, 2002 Civil Aviation Security Functions Transferred to TSA

ATSA required the Under Secretary of Transportation for Security to assume Civil Aviation Security functions previously performed by the FAA, not later than 90 days after passage of the act. On February 13, 2002 a Decision Memorandum was signed by the Deputy Secretary of Transportation Mr. Michael Jackson, the Under Secretary of Transportation for Security Mr. John Magaw, and the Administrator of the Federal Aviation Administration Ms. Jane Garvey. The memorandum formalized a decision to transfer most of the FAA Civil Aviation Security Organization, along with the Security Equipment

Integrated Project Team and the Aviation Security Research & Development Division (AAR-500) to TSA. On February 17, 2002, FAA's civil aviation security functions transferred over to TSA and FAA Special Agents were transferred over to help with the stand-up of TSA. They are now known as Transportation Security Inspectors.



March 4-6, 2002 TSA's Original Mission, Vision and Core Values

From March 4-6, 2002, Under Secretary John Magaw, TSA's first administrator, convened a senior leadership offsite retreat, bringing together a core group of senior executives and advisors in St. Michaels, Maryland. Ultimately the offsite produced a document which memorialized TSA's "Mission, Vision, and Core Values." It was signed by each of the twenty-one people who participated in the retreat.



March 4-6, 2002

TSA'S First Official Flag

The original TSA flag was created with a seal designed by the TSA Identity Committee. This is one of two flags produced. This flag was used until TSA was realigned under the Department of Homeland Security.



The TSA seal was replaced with the DHS seal when the DHS seal was unveiled on June 19, 2003.

March 4-6, 2002

TSA'S First Official Seal

TSA's first official seal was also finalized at the retreat. The TSA Identity committee designed the seal, incorporating a soaring bald eagle, the national bird of the United States, and an American flag with nine stars and eleven stripes, representing September 11, 2001. This was TSA's official seal until TSA became a component of the Department of Homeland Security in 2003.



The TSA workforce has come to identify the two silhouettes on the eagle's wing as a symbol of the twin towers, although the logo was not designed with this intention.



Front of pin and medallion

Back of medallion with TSA's original mission statement



The pin was worn by Under Secretary John Magaw during and after his tenure.

TSA's First Official Seal on a patch, coin and notepad.



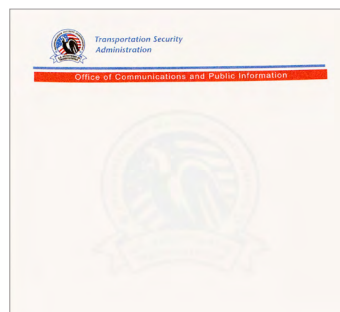
Patch worn on left shoulder of TSO uniform.



Front of coin



Back of coin signed by Kip Hawley



Notepad used by the Office of Communications and Public Information.

March 25, 2002

The First 300

TSA administers the Oath of Office to the first 300 screeners in Oklahoma City, OK.



Norman Mineta and John Magaw delivering the oath of office to Willie Williams, Arnold Cole, Isaac Richardson, Bill Pickle, Gail Linkins, Marcia Floren, and Mike Aguilar.

April 13, 2002

The First Group of Federal Security Directors

The swearing-in ceremony for TSA's first group of Federal Security Directors at Ronald Reagan Washington National Airport in Washington D.C. on April 13, 2002.



Norman Mineta speaking at the podium with John Magaw seated behind him and Willie Williams, Arnold Cole, Isaac Richardson, Bill Pickle, Gail Linkins, Marcia Floren and Mike Aguilar seated in the foreground.

July 1, 2002

TSA Met the Deadline to Significantly Expand the Federal Air Marshal Service



The FAA Badge used by Federal Air Marshals in 2002. The design at the time continued to feature the FAA seal despite the fact that FAMS transferred its operations from FAA to TSA in 2002, as mandated by the Aviation and Transportation

Security Act. On November 25, 2003, Secretary Tom Ridge announced the transfer of FAMS from TSA to the U.S. Immigration and Customs Enforcement Agency. The FAMS continued to use the same badge until they were transferred back to TSA on October 16, 2005. This badge design was taken out of service on July 31, 2006. A new design featuring the DHS seal was designed and issued on August 1, 2006.

February 27, 2003

A Salute to TSA



A program from a special ceremony to commemorate the transfer of the Transportation Security Administration from the Department of Transportation to the Department of Homeland Security. It was hosted by Transportation Secretary Norman Mineta, who also presented the Cornerstone to TSA during this event. The event was held in Arlington, Virginia.



March 1, 2003

First American Flag to Fly over TSA Headquarters in Arlington, VA

The first American flag to fly over TSA headquarters in Arlington, Virginia, commemorating the official transfer of TSA from DOT to DHS on March 1, 2003.

August 1, 2006

FAMS Transferred from ICE Back to TSA

The Federal Air Marshal Service (FAMS) was transferred from U.S. Immigration and Customs Enforcement back to TSA on October 16, 2005. FAMS are armed federal law enforcement officers deployed on passenger flights worldwide to protect airline



passengers and crew against the risk of criminal and terrorist violence.

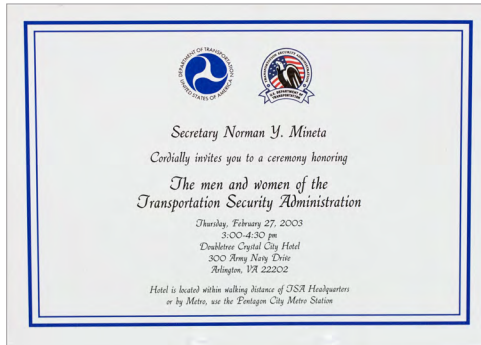
FAMS frequently deploy into all sectors of the transportation to provide a visible law enforcement presence and act as a deterrent to terrorist and criminal activity. In those roles FAMS display patches such as this on their uniforms.



“Red Guns,” used by FAMS during training, are manufactured to the same size and weight as a Sig Sauer P229. They are still in use and are a very effective training aid used at the TSA Training Center for FAM Candidates and in the Field Offices for reoccurring training.



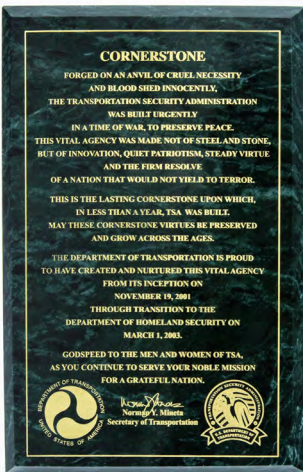
Invite for the “A Salute to TSA” ceremony.

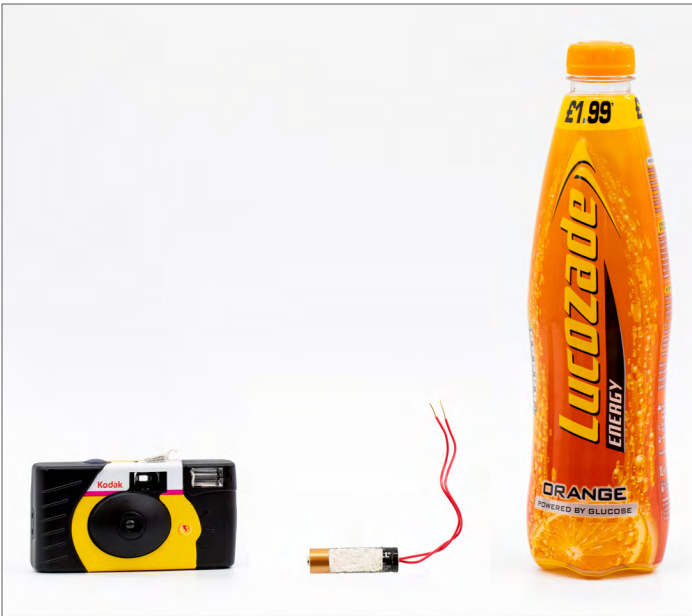


February 27, 2003

Cornerstone Replica

A replica cornerstone that Transportation Secretary Norman Mineta presented to TSA during the “A Salute to TSA” ceremony.





August 9, 2006

Liquid Bomb Plot Targeting up to 10 Airliners

Twenty-four people were arrested while planning to bomb up to 10 airliners scheduled to fly from London to the United States. British police had been observing the plot evolve for months and the investigation reached a critical point on the night of August 9, 2006. Their devices consisted of detonators made with TATP and concentrated hydrogen peroxide mixed with Tang as a main charge. The devices were concealed in sports drink bottles and used batteries from disposable cameras to initiate the homemade detonators that were contained in AA battery cases. The plot was discovered and interrupted and none of the devices were brought on board any aircraft.

The flights targeted were based on reports found on a USB drive:

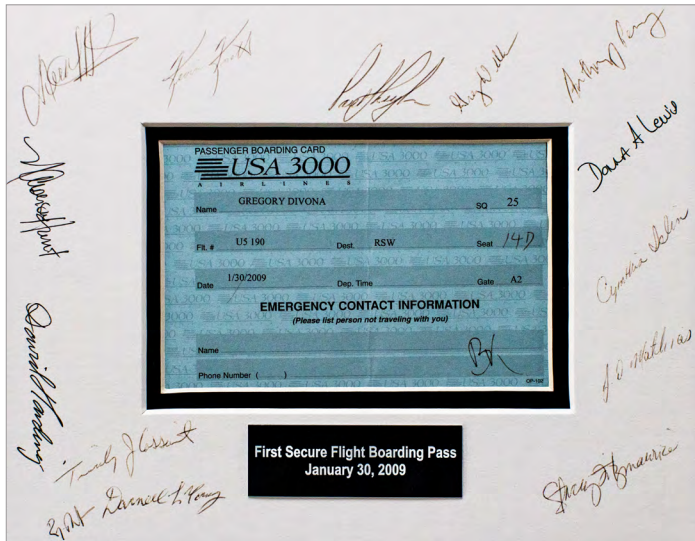
United Airlines Flight 931; Canada Air Canada Flight 849; Canada Air Canada Flight 865; United States United Airlines Flight 959; United States United Airlines Flight 925; United States American Airlines Flight 131; United States American Airlines Flight 91.

Reproduction provided by The Explosives Operations Branch.

January 30, 2009

First Boarding Pass Issued

The first boarding pass issued following the initial implementation of Secure Flight for domestic commercial flights on January 30, 2009.





December 25, 2009

Attempted Christmas Day Underwear Bomb on Northwest Airlines Flight 253



Umar Farouk Abdulmutallab attempted to detonate an explosive device concealed in his underwear while on board Northwest Airlines Flight 253, an Airbus A330 flying from Amsterdam to Detroit. The device consisted

-  of a chemical initiator and
-  a powdered main charge explosive consisting of

PETN. Other components included modified underwear and a syringe containing the initiating chemicals. The device caused a brief fire but failed to detonate, and Abdulmutallab was subdued by passengers and crew. Reproduction provided by the TSA Systems Integration Facility (TSIF).

May 31, 2010

Last Boarding Pass Issued

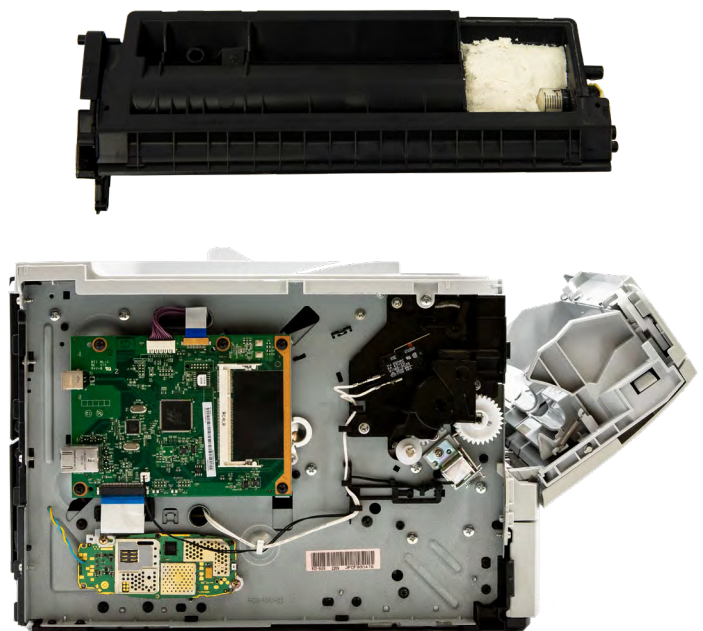
The last boarding pass issued before the full implementation of Secure Flight on all domestic commercial flights in May 2010.



October 29, 2010

Attempted Air Cargo Bomb Plot From Yemen

Individuals with ties to Al-Qaeda attempted to ship two IEDs, hidden in laser printers, to the United States. The devices were found on separate cargo planes from Yemen due to a tip from a Saudi Arabian intelligence official during stop-overs in the U.K. and the United Arab Emirates. Each package contained a Hewlett-Packard HP LaserJet P2055 desktop laser printer. Inside each printer's toner cartridge was a sophisticated bomb. The devices consisted of improvised detonators and powdered PETN main charge explosives hidden within the cartridges. Each bomb was triggered by a cell phone alarm, which activated a phone battery to send power through a thin wire filament inside a syringe containing

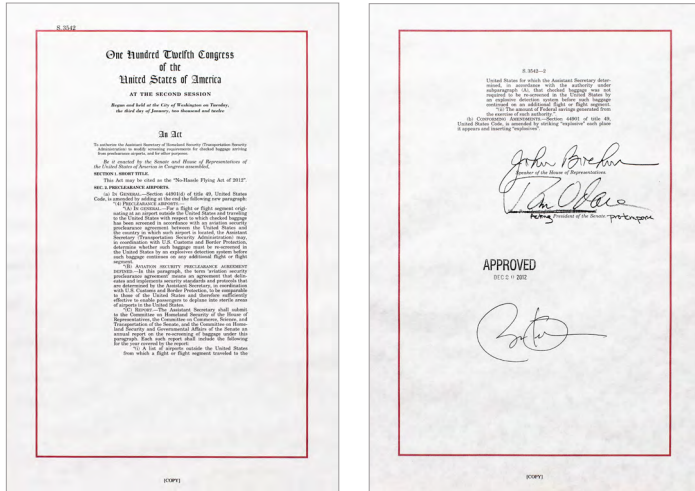


five grams of lead azide, a powerful chemical initiator. Once hot, the lead azide would ignite, causing the PETN to detonate. The device's wiring was artfully concealed so that all the printer components would appear to be correct if the device was X-rayed.

Reproduction provided by The Explosives Operations Branch.

December 20, 2012

No-Hassle Flying Act of 2012



The No-Hassle Flying Act of 2012, Public Law 112-218, was signed on December 20, 2012. The act authorized TSA to determine whether checked baggage on a flight segment originating at an airport outside the United States, where U.S. Customs and Border Protection has established preclearance operations, must be re-screened in the United States for explosives before it can continue on any additional flight.

April 25, 2012

TSA Academy Opens at FLETC in Glynco, Georgia



On April 25, 2012, the Office of Training and Workforce Engagement established the TSA Academy at the Federal Law Enforcement Training Center in Glynco, Georgia. The TSA Academy was created to provide an enhanced learning environment

built on a foundation of standardization that would create a high performing counterterrorism workforce able to more proficiently and effectively secure the Nation's transportation systems. The TSA Academy Recognition Coin was designed in



October 2012 and it was centered around the events of 9/11 and the TSA Academy's commitment to ensuring it would not happen again. Three covered pillars with the Academy mission statement quote "Excellence in Education," represent the establishment of the Academy schoolhouse. A thin red line surrounding the center honors the lives lost on 9/11. A star on each outer rim represents the dedication and superior skills of the instructors and finally, the testament to the iconic phrase that came from that day with the quote "We will never forget."

November 1, 2013

In Memory of Gerardo I. Hernandez



On Friday, November 1, 2013, TSA Officer Gerardo I. Hernandez, age 39, was shot and killed by a lone gunman at the Los Angeles International Airport. Law enforcement officials identified the suspect as 23-year-old Paul Anthony Ciancia, who was shot and wounded by law enforcement officers before being taken into custody. Ciancia was wearing fatigues and carrying

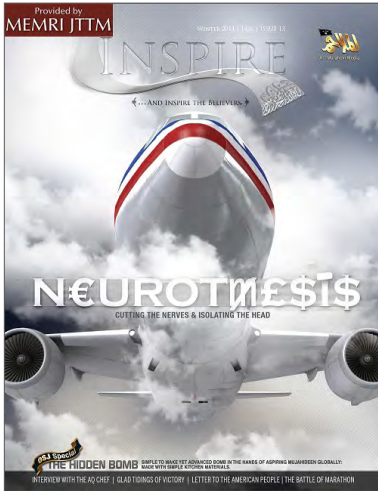
a bag containing a hand-written note that said he "wanted to kill TSA and pigs." Hernandez was the first TSA officer to be killed on the job.

Program for Gerardo I. Hernandez memorial service held on November 8, 2013 in California.



December 24, 2014

Al-Qaeda in the Arabian Peninsula Publishes Inspire 13 Magazine on How to Build the Perfect Hidden Bomb



Al-Qaeda in the Arabian Peninsula released an issue of Inspire magazine, an English language, online magazine which discusses aviation as a target of attack and details how to build nonmetallic IEDs, which airlines to attack, and where to place the devices on a plane. It was purposefully released

on the anniversary of the 2009 underwear bomb plot. This Inspire 13 edition had very specific instructions on building a device that could defeat many of the security levels. In the days, weeks, and even years that followed, TSA has changed policies, procedures, and even technologies to fill gaps that the magazine reported existed. Although no device has been encountered, TSA continues to use the “Inspire 13 device”, or “The Hidden Bomb” to address screening capabilities and limitations, and as a case study about security procedures and technologies.



Reproduction provided by the TSA Systems Integration Facility (TSIF).

October 31, 2015

Bombing of Metrojet Flight 9268 by ISIS

Metrojet Flight 9268, an Airbus A321, crashed on October 31, 2015, after departing from Sharm el-Sheikh for St. Petersburg, killing all 224 people on board. Maria Ivleva, in window seat 31A, and Natalia Bashakova, in front of her in 30A, settled down for the more than four-hour flight back to their homes and families in St. Petersburg. Nine feet below where they sat, tucked between two suitcases in the baggage hold, was a bomb. Russian investigators believe it was placed there during loading by a baggage handler who was loyal to an Egyptian offshoot of the Syria-based Islamic State militant group (ISIS). At 6:12:56 a.m., the aircraft was 30,875 feet above the northern Sinai Desert when approximately 2 pounds of high explosives detonated. The subsequent breakup of the plane and its crash onto the desert below killed all 224 passengers and crew, making it the deadliest attack yet by ISIS outside its regular battlegrounds in Syria and Iraq.



Reproduction provided by the TSA Systems Integration Facility (TSIF). The soda can dimensions are the same as the actual can used in the attack but the manufacturer is different.

February 2, 2016

Attempted Laptop Bomb on Daallo Airlines Flight 159

On February 2, 2016, 20 minutes after taking off from Mogadishu, Somalia, at about 14,000 feet, an explosion occurred aboard Daallo Airlines Flight 159, an Airbus A321, opening a hole in the fuselage. There were 74 passengers and seven crew on board at the time of the incident. Two injuries were reported and the burnt body of the alleged suicide bomber, Abdullahi Abdisalam Borleh, fell from the aircraft. The flight had been delayed, so at the time of the explosion, the aircraft



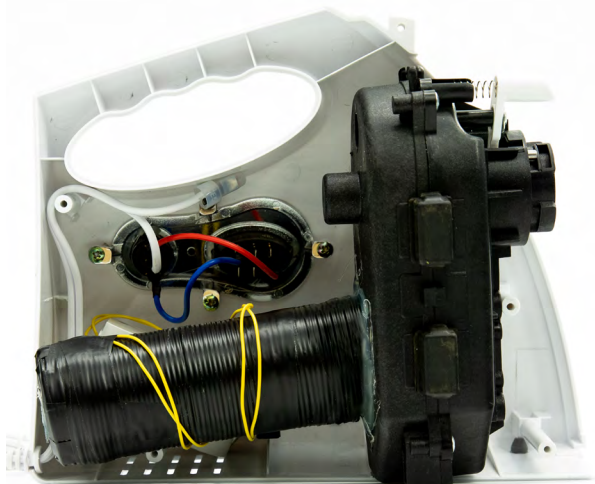
was not at cruising altitude. A bomb, containing military grade explosive TNT hidden in a laptop, had been rigged with a timer to explode mid-flight. Two airport workers put the laptop on an X-ray belt and then handed the device to the bomber in the departure lounge. Given the placement, the blast likely would have set off a catastrophic secondary explosion in the fuel tank if the aircraft had reached cruising altitude.

Reproduction provided by the TSA Systems Integration Facility (TSIF).

July 15, 2017

Attempted Bombing Using a Meat Grinder and Barbie Doll on Etihad Airways Flight 451

On July 29, 2017, two brothers, Khaled Khayat and Mahmoud Khayat, were arrested in Sydney on suspicion of a plot to plant bombs on Etihad Airways Flight 451, a Boeing 77, departing Sydney on July 15, 2017. The plan was to detonate IEDs concealed inside a Barbie doll and a meat grinder, 20 minutes into an Abu Dhabi bound flight with 400 passengers aboard. The plot was prevented at the check-in counter when the third brother Amer Khayat, attempted to check in a bag that was



heavy. The bombs never made it onto the plane because the doll, which weighed 3.5kg, was too heavy to be taken as a hand luggage. The self-timed bomb inside the Barbie doll was set to detonate a second back-up bomb inside a meat grinder. Tarek Khayat, a senior member of the Islamic State in Raqq ashipped the bombs via international air cargo in Turkey to his brothers, Khaled Khayat and Mahmoud Khayat, in Australia. Amer Khayat was arrested by Lebanese authorities 11 days after he arrived in Lebanon. He was released in September 2019 after being found that he was an intended victim of his own brothers. Tarek Khayat was captured on the Iraq-Syria border on December 27, 2017.

Reproduction provided by the TSA Systems Integration Facility (TSIF).

September 11, 2018

TSA Unveils New Flag During the 17th Anniversary of 9-11



Strategic Communications and Public Affairs led the effort to design the Agency's first official flag. The internal process started on March 22, 2018 with a video and broadcast from Administrator Pekoske asking all TSA employees to be a part of the creation by crowdsourcing through the IdeaFactory. The creation process happened in three phases and the final artwork for the TSA flag was approved on August 16, 2018 by ADM Pekoske.

The final artwork was unveiled to the workforce during TSA's 9/11 Remembrance Event on September 11, 2018.



A few weeks later, a patch for the TSO uniform was design based on the flag design. The new patch was introduced to the workforce in September 2019.

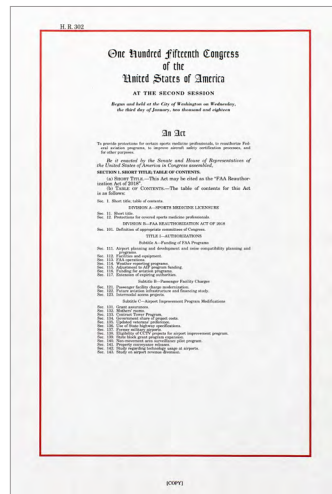


The TSA seal consists of a white, graphically-stylized American eagle, centrally located inside rings of red and white, against a field of blue. The eagle's dynamically-feathered wings are outstretched in a pose signifying protection, vigilance, and commitment. The wings break through the red and white containment rings, indicating freedom of movement. There are nine stars and 11 rays emanating out from the top of the eagle symbolizing the agency's 9/11 roots. The design also includes a graphic representation of land and sea reflecting the modes of transportation TSA is charged with protecting. The eagle's head is turned to the right, emulating the DHS eagle.

October 5, 2018

FAA Reauthorization Act Of 2018

The FAA Reauthorization Act of 2018, Public Law 115-254, was signed into law on October 5, 2018. The statute included the TSA Modernization Act and marked the first ever reauthorization of TSA since the agency's founding in 2001. The bill authorized TSA to continue as an agile and modern national security organization capable of dealing with ever-evolving threats to our transportation system. The act empowered TSA to expand field operations testing of advanced screening technologies, increased the use of canine resources, and enhanced public area security. It will also improve passenger and cargo security as well as cockpit and cabin security, surface transportation security, and foreign airport security. The act ensures that TSA can continue to set the global benchmark for the highest transportation security standards in the world today.





Future: The Technology

TSA continues to evolve as an agile national security agency with investments in new technologies, an emphasis on quickly deploying new capabilities to the frontlines, and a focus on improving security of our transportation systems. To stay ahead of the evolving threats, TSA identifies emerging technologies and works to aggressively implement new policies and procedures. TSA uses state-of-the-art technologies to effectively screen passengers, checked baggage, and air cargo. TSA moves into the future with a renewed commitment to its people and the public they serve. The work continues, securing the American people with integrity, respect and a commitment to the mission to protect the nation's transportation systems.

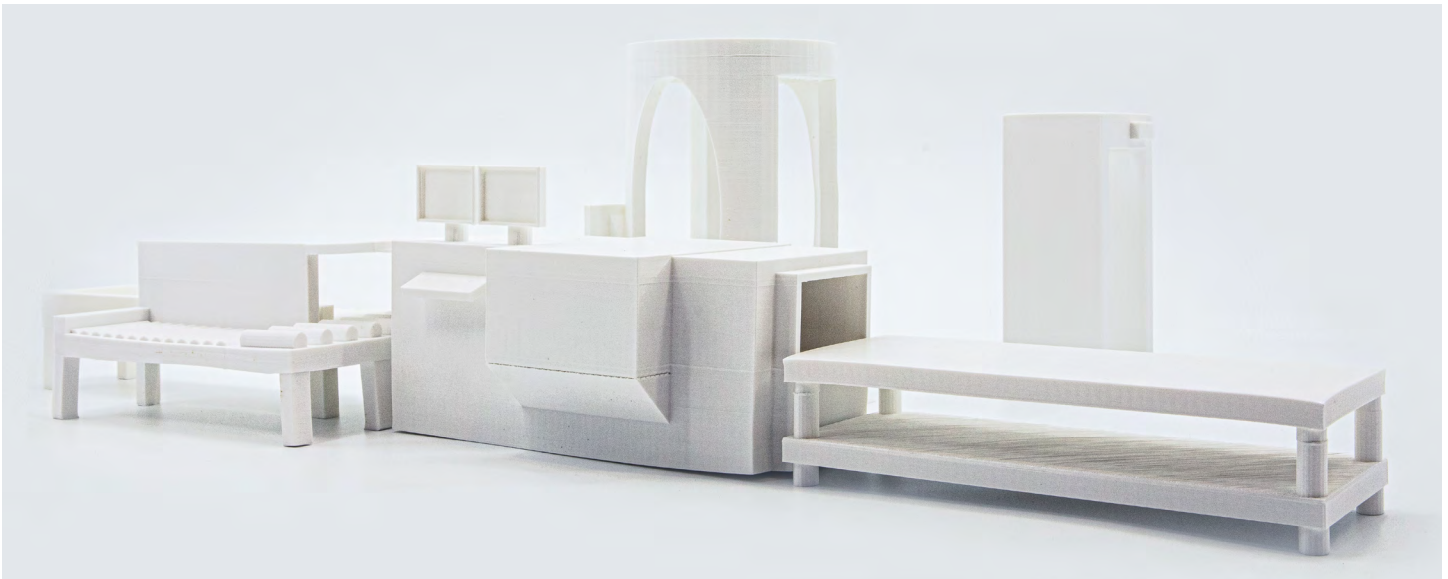
Early 2000s

Congress Mandates the Federalization of Airport Security Checkpoints

Congress federalized the airport security checkpoint through the Aviation and Transportation Security Act (ATSA) as a result of the September 11, 2001 attacks. ATSA mandated the Under Secretary of Transportation for Security to provide airline passenger and baggage screening to include protecting the aviation system against terrorist threats, sabotage, and other acts of



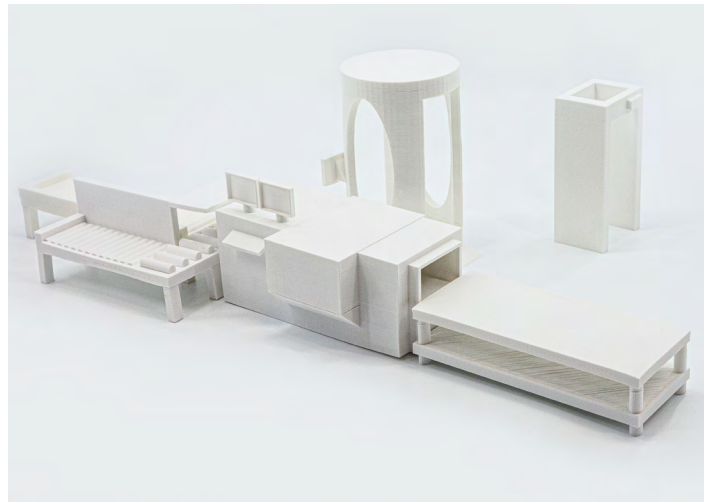
violence through the deployment of passenger and baggage screeners; detection systems for explosives, weapons, and other contraband; and employing other security technologies. The policy mandated that for flights and flight segments originating in the U.S., the screening shall take place prior to boarding and by a federal government employee. On April 30, 2002, Baltimore Washington International Airport became the first federalized airport to operate with a Federal security screener workforce comprised of TSA employees.



Checkpoint of the early 2010s

TSA Responds to Threats by Implementing Advances in Processes and Technology

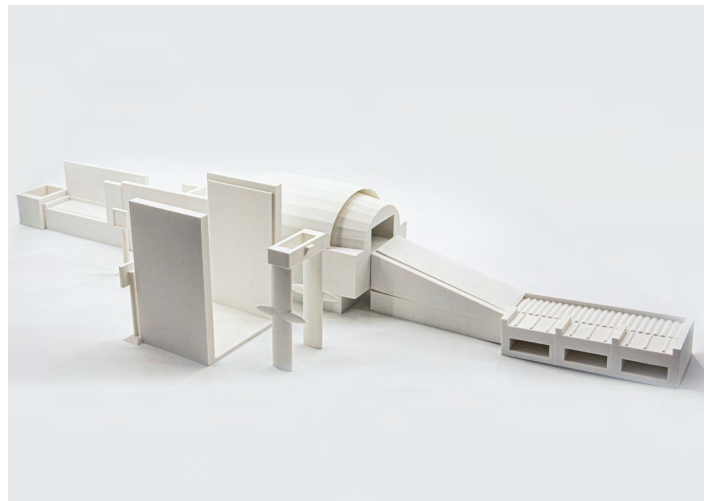
In response to the continued evolution of threats in the checkpoint environment, TSA implemented new processes and technology. Checkpoint enhancements in the early 2010s included Advanced Technology (AT) Dual-View X-rays, Advanced Imaging Technology (AIT) body scanners, Alternative Viewing Stations (AVS), Boarding Pass Scanners at the TSA Travel Document Checker (TDC), Bottle Liquid Scanners (BLS), and Manual Diverter Rollers.



Checkpoint of the late 2010s

TSA Advances and Fosters Innovation to Accelerate the Identification of New Capabilities That Mitigate Ever-Evolving Threats

TSA continued to advance in the late 2010s and checkpoint enhancements included Credential Authentication Technology (CAT) at the TDC, Computed Tomography X-ray Scanning Systems, Enhanced AITs, and Automated Screening Lanes. Mandated by the Transportation Security Acquisition Reform Act (TSARA), and confirmed in legislation by both the TSA Modernization Act and the FAA Reauthorization Act, TSA created the Innovation Task Force (ITF) in 2016 to better understand the operational environment earlier in the development cycle and inform TSA to better define requirements to close capability gaps in partnership with stakeholders. TSA and ITF continues to conduct technology demonstrations in live airport environments of new and emerging technologies. Demonstrations include a CAT/BAT with e-Gates, CTs with ASLs, and Passenger Communication Totems.

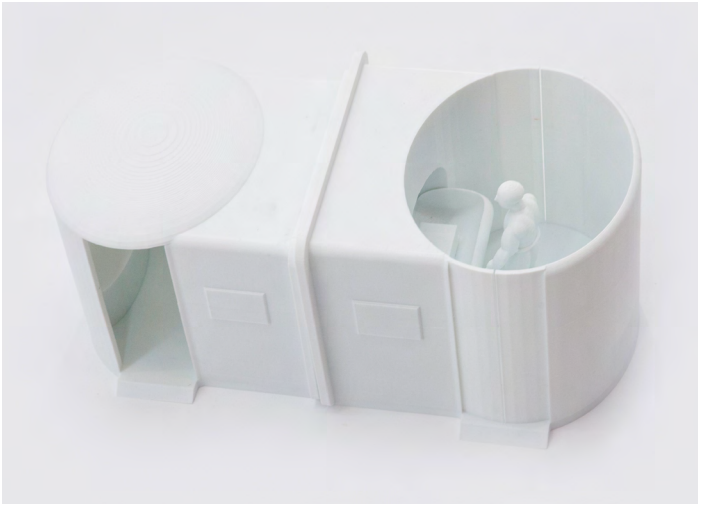




Checkpoint of the Future

TSA Continues to Foster an Environment of Innovation by Piloting New Ideas and Technologies

TSA is exploring a future where passengers and TSOs alike will experience a more seamless airport journey. Technology and information will combine to make improvements that increase the passenger experience without decreasing security. TSA is committed to accelerating smart solutions for secure and seamless travel, working with innovation sites and partners worldwide to challenge the status quo - piloting new ideas and new technologies, to get us to the future of airport security - No slowing down, no dropping your bag, and an automation of security procedures.





Uniform Exhibit: Transportation Security Officer

First Generation Transportation Security Officer Uniform

The Aviation and Transportation Security Act was signed into law November 19, 2001 and stipulated that transportation security screeners be required to be attired while on duty, in a uniform approved by the Under Secretary of Security for Transportation. This mandate was critical to defining and identifying the first federalized security force safeguarding American airports. Prior to 2001, airports outsourced security to private security companies. After September, 2001, with the implementation of federal security screening, it was necessary for screeners to be recognizable, easily identifiable in a crowd, and to command respect.

The first generation (1/G) uniforms for TSOs (formerly called screeners) were designed, developed and issued in 2002. The outfitting of 50,000 people in uniforms in a brand new agency in a compressed timeframe was a huge task accomplished by a dedicated team of professionals. The 1/G uniforms were intended to be an interim or temporary solution to the requirement to wear uniforms. The 1/G consisted of a white shirt with Department of Transportation (DOT) emblems, a



TSA cloth badge, and navy blue trousers. They were made with 65%/35% polyester/cotton material and were commercial-off-the-shelf (COTS) products perhaps best described anecdotally as “low-cost and available.” Typical accessories included a black leather belt, burgundy sweater vest with a gold TSA cloth badge, striped burgundy and navy tie, and a one-line nameplate containing the officer’s first name and a five-digit number engraved on a single line. All the 1/G shirts were made on a men’s pattern – there were no women’s patterned shirts.

The 1/G shirts featured “TSA” embroidered in block letters with navy blue thread on the yoke (back) of the shirt, and 3/8 inches above the yoke seam. Epaulets on the shoulders provided distinction from standard dress shirts, and provided the capability to add the first shoulder boards to the uniform – solid navy blue in color. These epaulet loops were distributed only to lead and supervisory screeners and were used as distinctive attire to immediately identify the supervisory screeners to law enforcement officers and the general public.

Second Generation Transportation Security Officer Uniform

TSA Mission Support convened an interim Uniform Advisory Board on October 9, 2003 to provide recommendations for uniform changes and adjustments, and to proceed in drafting specifications for the next generation of TSA uniforms. Members from headquarters, Area Director staffs, screeners, and representatives from VF Solutions™ were invited to participate. One of the first of the easily visible changes was the replacement of the original DOT emblems with the new Department of Homeland Security (DHS) emblems (cloth patches), consistent with the transfer of TSA from DOT to DHS.

The 2/G shirts were made of Horizon® fabric, 100% polyester, which was supposed to provide better wear, color fastness, and overall appearance. In addition to the changes to the material, the shirts now featured both men’s and women’s patterns. Functional epaulets were added to the shoulders to accommodate the new TSA shoulder boards. The cloth, chest badges were upgraded to show more details and an organizational logo which enhanced its professional appearance. The TSA emblems on the back of the shirts were embroidered in block letters and was positioned 4 inches below the bottom yoke seam, centered with the center back of the shirt.



The 2/G navy blue trousers, in addition to the changes in the material, featured flat front styling. Additionally, patterns were altered to allow both regular and relaxed fit styling for both men’s and women’s trousers. The 2/G sweater vest featured commando styling and had epaulets added to the shoulders to accommodate the new shoulder boards.

The 2/G ties were limited to navy blue with pinstripes. The women’s ties were changed to the new slim design cross-over tab styling. The 1/G fluffy woman’s tie was recommended for discontinuation in lieu of a smaller X-cross neck tab, similar to those worn by airlines personnel.

The 2/G rank insignia (also known as shoulder boards) were added with this contract. The insignia was navy blue with gold “TSA” lettering and gold stripes to distinguish rank. TSOs had one stripe, Lead TSOs had two stripes, and Supervisory TSOs had three stripes. The insignia easily slipped on to the epaulets of the shirts and the sweaters.

Uniforms of this design were used beginning in 2004 and were eventually phased out in 2008.



Third Generation Transportation Security Officer Uniform

The evolution to the current third generation (3/G) blue shirt uniforms had its origins in the TSA's National Advisory Council (NAC) in 2007. The NAC, with membership drawn from management and TSOs, recommended the chartering of a Uniform Board to review current uniforms, after it was identified as a major issue among the uniformed field employees.

The most striking change is the color of the shirts from white to royal blue. The intent was to progress to a more professional appearance and to permit easier maintenance. The 3/G Metal Badges replaced the cloth chest badges and provided the most important improvement to the uniforms from the TSO perspective. Two enamel ribbons surround the DHS/TSA seal, with Officer embossed on the top ribbon, and the bottom ribbon Transportation Security Administration. Each shield is uniquely numbered at the bottom and assigned to a specific officer in TSA's property accounting records. In honor and recognition of the history of TSA's origin, the first shield produced was assigned the number 911.

The fabric in both shirts and trousers was changed from 100% Horizon® polyester to 65%/35% polyester/cotton – a better quality fabric than the 1/G polyester/cotton. Another change to the uniform was the creation of a new arm patch which addressed the expressed desires of our TSOs to wear visible reminders of our organization's 9/11 roots as well as the American flag. A thin cord stripe in the same color as the shirt was added to the seams of the trousers. The 3/G belt was widened to better fit the belt loops of the trousers and prevent rolling of the waistband over the thinner styles used in the 1/G and 2/G uniforms.

A new patch replaced the DHS arm patch on the left sleeve. The design of the new patch, also known as the team spirit patch, was based on the new TSA coin which featured an eagle superimposed over a portion of an American flag, with nine stars and eleven stripes (representative of the 11th day of the ninth month) – the same as the center ring of the original DOT patch worn when TSA was first created. The existing DHS arm patch that was created for 2/G uniforms, remained on the right sleeve. The TSA lettering was removed from the back of the shirts in response to Officer feedback.

The 3/G sweater vests changed from burgundy to navy blue and added reinforced eyelets and a badge holder to support the wearing of the metal badge. The 3/G neck ties were changed to a solid navy blue color. Three lengths of the male style ties were offered to accommodate TSOs with different body builds. The female crossover tie was also changed to navy blue. The 3/G nameplates changed from a single line to a double line format with last name on the top and Officer, Lead Officer, or Supervisory Officer on the bottom line. The 3/G shoulder boards changed the thread color of the stripes and TSA lettering from gold to silver.

The production and shipment of the 3/G uniforms began in 2007 and was completed in the summer of 2008. The new uniforms first debuted during the Democratic and Republican National Conventions in 2008. The vast majority of airports changed to the new uniforms on 9/11/2008, after TSOs were all given extensive training on the significance and importance of the new uniforms and metal shields, and were presented the shields in an FSD-led ceremony at the conclusion of the training.

A new TSO uniform arm patch with the up-to-date core values, replaced the legacy seal uniform patch in September 2019. The patch uses the winning design from





the new TSA Flag. The TSA seal consists of a white, stylized American eagle centrally located inside rings of red and white, against a field of blue. The eagle's dynamically-feathered wings are outstretched in a pose signifying protection, vigilance, and commitment. The wings break through the red and white containment rings, indicating freedom of movement. There are nine stars and 11 rays emanating out from the top of the eagle, symbolizing the agency's 9/11 roots. The design also includes a graphic representation of land and sea, reflecting the modes of transportation TSA is charged with protecting. The eagle's head is turned to the right emulating the DHS eagle.

The Federal Air Marshal (FAM) Training Uniform as worn by FAM Candidates

The typical training uniform of FAM Candidates trained from 2002 to present date consists of a gray logo t-shirt over black Battle Dress Uniform (BDU) pants. During training, candidates also wear a training pistol in a strong



side hip holster, as well as all FAM Mission equipment in order to acclimate the student to the responsibilities of firearm and law enforcement equipment carriage. Each class is assigned a guidon as a class identifier and the class is required to march under it at all times to build esprit de corps.

FAM Candidates will spend approximately 4-months in initial training split between FELTC Artesia, NM, where they learn basic law enforcement skills, and TSA Training Center in Atlantic City, NJ, where they are trained to work in the unique environment.

Canine Handler Uniform

The canine handlers wear khaki tactical pants, black boots, and a black polo with the DHS log embroidered on the left side of the chest.

The canines who work in the passenger screening areas wear a harness with the words, "DO NOT PET." The uniform depicted is worn during training in Atlantic City.



TSA National Explosives Detection Canine Team Program

The TSA National Explosives Detection Canine Team program within the TSA is one of the oldest explosives detection canine team programs in the country. It was created because of the March 1972 bomb threat against a Trans World Airlines jet headed for Los Angeles from John F. Kennedy International Airport.

The canine program transferred ownership from FAA to TSA and then as a result of the events of September 11, 2001, the program was transferred to DHS under the authority of ATSA the following November. Through cooperative agreements, the program provides TSA-certified canines, training for canines and handlers, canine explosives training aids and explosives storage magazines, monetary reimbursements for participants to offset costs, and annual on-site certification for participant canine teams. The program has fostered partnerships throughout the federal, state, and local law enforcement communities, and throughout the world. In many cases, the program has become the voice of U.S. programs worldwide.

The canine program continues to lead the way within the canine community through joint endeavors with the Department of Defense, Department of Justice, and other DHS agencies. Most TSA-certified explosives detection canine teams receive initial training by attending training at Lackland Air Force Base in San Antonio, Texas. This course of instruction is a collocated course managed by the TSA Canine Training Center. A collocated course means that TSA has shared use of U.S. Air Force training facilities on Lackland Air Force Base; however, TSA controls the course curriculum and the certification of the teams to TSA certification standards, resulting in a tremendous cost savings for TSA. The training course and facilities in San Antonio, TX are considered the "Center of Excellence" for canine training.



Transportation Security Inspector Uniform

Transportation Security Inspectors (TSI) are responsible for ensuring compliance and enforcement of complex Transportation Security Regulations. There are currently three distinct specializations of Transportation Security Inspectors: Aviation, Cargo (to include K-9), and Surface. The three specialties are distinguished in their title, such as TSI-A, TSI-C, TSI-S. Transportation Security Inspectors conduct inspections, investigate alleged instances of violations of Federal regulations, respond to incidents related to all transportation modes, conduct outreaches to the industry, participate in vulnerability assessments, participate in national special security events, and many other tasks. All Transportation Security Inspectors attend a 5-week Basic Inspector Course at the TSA Security Enforcement Training Academy, located at the FAA Academy, Oklahoma City. Additionally, Inspectors attend a two week On the Job Training Session with a certified TSI OJT Provider. Fully trained Inspectors are issued credentials and a badge.



The Federal Air Marshal (FAM) Visible Intermodal Prevention and Response (VIPR) Program Uniform

Since 2008, the standard VIPR uniform has been a navy blue or black DHS Police logo collared short- or long-sleeved shirt worn with khaki tactical pants. Standard footwear is not mandated by the program but most VIPR FAMS deploy in tactical boots or shoes. Standard headwear includes a black DHS Police logo baseball cap or a wool DHS watch cap. The VIPR Team members are also supplied with custom-fit Threat Level III bullet resistant tactical vests that include DHS Police markings, badge, and various pouches for law enforcement equipment. The uniform also includes a duty belt and keepers that facilitate the carriage of the FAMS-issued duty pistol, handcuffs, magazine pouches, and other needed equipment. The VIPR FAMS have the option to carry a strong side belt or thigh holster. Cold weather gear included a heavy weight DHS logo parka and a Day-Glo rain jacket.



Working with DHS' Countering of Weapons of Mass Destruction (CWMD), VIPR members are supplied with Preventative Radiation and Nuclear Detection (PRND) equipment which allows for passive Radiological/Nuclear screening in transportation venues. VIPR also has the capability to deploy shotguns and carbine rifles as needed. Communication among team members is conducted with handheld radios with lapel or discreet microphones on encrypted frequencies.

Transportation Security Specialist - Explosives Uniform

On November 2, 2003, the TSA Explosives Unit was incorporated into the Federal Air Marshal Service with a structured staff of eight headquarters staff and 25 field



office BAO positions. The headquarters element was renamed the Explosives Division and placed under the FAMS Office of Training and Development.

The Explosives Division field personnel was increased to include at least one position at each FAMS field office with two positions at the FAMS Training Center in Atlantic City. With the creation of the BAO Program, the program grew to over 400 Bomb Appraisal Officers, now known as Transportation Security Specialists - Explosives (TSS-E).

Currently, the TSS-E mission includes Advanced Alarm Resolution for all screening operations, training officers on explosives detection, conducting liaison and training with local bomb squads on behalf of the local airports, and advising the Federal Security Director as a subject matter expert on explosives, improvised explosive devices (IEDs), and terrorist use of explosives in attacks and IEDs.



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