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## United States Senate

MMITTEE ON COMMERCE, SCIENCE AND TRANSPORTATION

WASHINGTON, DC 26510-6125
Website: http://commerce.senate.gov

May 11, 2015

Mr. Melvin Carraway Acting Administrator Transportation Security Administration U.S. Department of Homeland Security 601 12th Street South Arlinoton. Virginia 22202

Dear Mr. Carraway:

On March 17, 2015, we wrote to you regarding 'ords' of incidents and security lapse, involving the use of Secure Identification, Display—And (NLD)—adopts that can be used in praph is—as secure areas at domestic arisings. We asked, you to provide, among other things, desired information about 1810 hadges, that it evols, missing or operative successional, for Members of the Committee also domestic arising the sister at an April 16—2015 he using regarding reauthorization of the Technical Assistance of artistication of artistication of artistication of artistication.

In your written is a perfect dated April 1, 2015 you stated, that the TSA does not issue or manage ideal inflation models used as SIDA badges and fair this responsibility falls to airport operators. Ascending you our response, the fines, the TSA is instead to set regulatory standards for the implementation of security mediume at airports, including personnel identification systems, and do faic civil enforcerful agoin; which pic imposition of fines for violations of these standards. You also stated this the TSA does not maintain a record of airport identification media that are loos or unacevantees for.

In short, the response we received raises more questions than it answers, and we ask that you respond to the following questions:

Please explain further the requirements and procedures by which airport operators report to TSA pursuant to applicable regulatory requirements and security directives on personnel identification systems, and the mechanisms by which TSA conducts and maintains its oversight of airport operators under these regulations and directives. If the agency does not maintain a record of the number of badges unaccounted for at airports, bow does TSA adequately monitor compliance and performance of airport operators, identify single.

with persistent problems, and initiate remediation efforts like additional training and random screening?

- 2. Has the TSA imposed any fines or conducted any enforcement actions pursuant to the rules discussed above in the last ten years? If so, for each enforcement action taken, describe the incident or incidents that justified enforcement at a particular airport(s) and the nature of the enforcement action taken, including the amount of any fines assessed.
- 3. TSA registations, codified at 49 C.F.R.§ 1542.211(a)(3)<sup>2</sup> regular but attactor operators<sup>2</sup> personnel identification systems include pro-univers<sup>2</sup> of ensury accountability through reporting of lost or solic identification media and auditing of the system at least once a year and maintenance of those records for one year.
  - What, if any, specific procedure does JSA require for airport operators to report lost or stolen SIDA badges to TSA?

    b. Do airport operators submit the results of their comprehensive annual.
  - b. Do airport operators subtent the results of their comprehensive annuaudits to TSA?
  - c. If not, how ear TSA conduct effective oversight of the security of the SIDA bage system without this information?
- TSA security directives require surport operators to reissue identification media if spore than five percent of SPOA banges are lost or unaccounted for at the time of an audit.
  - How does TSn determine it disports reach this percentage threshold?

    Does the agency rely on airport operators to proactively report such an event
  - b. Why is this five percent threshold appropriate from a security perspective and how did/TSA arrive at this amount?
  - Jas TSA ever required an airport operator to reissue SIDA badges because the operator reached the five percent threshold? If so, please provide a list of coeft instance in the last ten years in which an operator has reissued all identification media, as well as the information the operator provided to the TSA about the recrumstances that triggered the badge reissuance.

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Please provide your responses as soon as possible, but by no later than May 21, 2015. The Committee is making this request pursuant to its authority under Senate Rules XXV and XXVI. Thank you for your prompt attention to this important matter.

Sincerely,

JOHN THUNE

Chairman

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Chair

Subcommittee on Aviation Operations Safety, and Security

ARIA CANTWELL

Ranking Member

Subcommittee on Aviation Operaci Safety, and Security