May 21, 2015

Melvin Carraway

Acting Administrator

Transportation Security Administration

U.S. Department of Homeland Security

601 South 12th Street

Arlington, VA 20598

Dear Mr. Carraway:

As you are aware, the Transportation Security Administration (TSA) has four contracts valued at $1.2 billion that provide preventative and corrective maintenance of over 9,000 pieces of equipment that screen 1.8 million passengers and 1.2 million pieces of checked baggage on a daily basis.[[1]](#footnote-1) I am writing to you regarding the management and oversight by the TSA of these contracts.

On May 6, 2015, the Department of Homeland Security Office of Inspector General issued a report finding that TSA is not properly managing the maintenance of airport screening equipment, which could lead to ineffective equipment being used for screening. In turn, this could jeopardize airline and passenger safety.[[2]](#footnote-2)

TSA could not provide any documentation that contractors had verified the performance of the equipment at airports that were reviewed. In addition, the contract did not include performance measures for preventative maintenance, resulting in contractors not being penalized if they did not actually provide the maintenance. The Inspector General also found that TSA was not independently validating the performance of corrective maintenance. There were data reliability issues for information directly obtained from the screening equipment, leading to the possibility that the equipment was not fully operation when it was used to screen baggage.[[3]](#footnote-3)

To address these concerns, the Inspector General has recommended that TSA develop a preventative a maintenance validation process to verify that maintenance occurs in accordance with the contract and with manufacturer specifications. The Inspector General also recommended that TSA implement policies for verifying that contractors complete corrective maintenance as required. In addition, the Inspector General recommended that TSA include contractor noncompliance with maintenance requirements as a performance measure.[[4]](#footnote-4)

I request that you provide specific information on how TSA plans to implement Inspector General’s recommendations. I also request that you provide information on how TSA independently verifies whether screening equipment is working properly, including additional information about the contract used by TSA to review and analyze contractor-provided maintenance data. In addition, I request that you provide the name of the contractor, contract number, a description of the contract type, scope and work performed, start and end date, and cost, including total value and amount obligated to date, for any third-party oversight contracts as well as for each of TSA’s screening equipment maintenance contracts. I request that you provide this information on or before June 9, 2015.

Please contact Sarah Garcia with Senator McCaskill’s Subcommittee staff at (202) 224-9505 with any questions. Please send any official correspondence relating to this request to Kelsey\_Stroud@hsgac.senate.gov.

Sincerely,

Claire McCaskill

Ranking Member

Permanent Subcommittee on Investigations

cc: Rob Portman

Chairman

Permanent Subcommittee on Investigations

1. Department of Homeland Security Office of Inspector General, *The Transportation Security Administration Does Not Properly Manage Its Airport Screening Equipment Maintenance Program* (OIG-15-86) (May 6, 2015). [↑](#footnote-ref-1)
2. *Id.* [↑](#footnote-ref-2)
3. *Id.* [↑](#footnote-ref-3)
4. *Id.* [↑](#footnote-ref-4)