



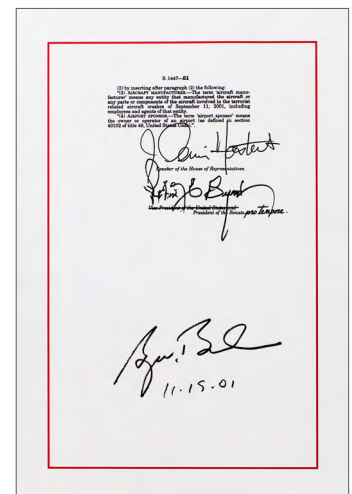
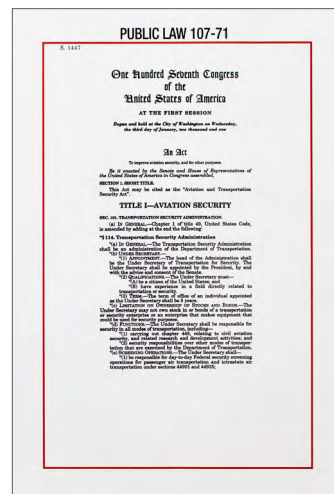
# 2001-2006: The Inception

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 767 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

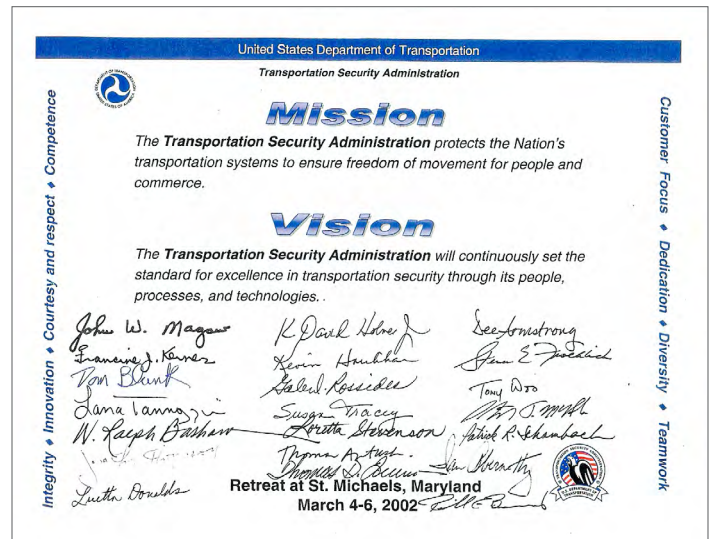
ATSA required the Under Secretary of Transportation for Security to assume Civil Aviation Security functions previously performed by the FAA, not later than 90 days after passage of the act. On February 13, 2002 a Decision Memorandum was signed by the Deputy Secretary of Transportation Mr. Michael Jackson, 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.



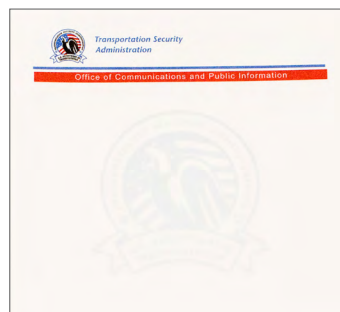
Patch worn on left shoulder of TSO uniform.



Front of coin



Back of coin signed by Kip Hawley



Notepad used by the Office of Communications and Public Information.





# 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.



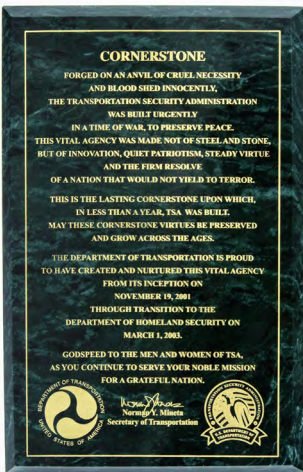
Invite for the “A Salute to TSA” ceremony.



# 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 Airlines

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.

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