



**Transportation  
Security  
Administration**

U.S. Department of Homeland Security  
State of Missouri  
St. Ann, MO 63074

Pat Klein  
Director of Aviation/Assistant City Manager  
Aviation Department  
City of Kansas City, MO 64153

Mr. Klein,

It was a pleasure meeting with you and I look forward to continuing our partnership with the Kansas City team on security related items. As discussed, in the short term we will need your support with checkpoint modifications to better serve your leaseholders. In addition, we look forward to working with you on baggage screening enhancements. Many of our current systems are inadequate to support the growth our industry is experiencing nationwide.

Your facility offers unique challenges for us as our resources are stretched thin trying to staff multiple screening areas that do not lend themselves to cross utilization. Because our customers cannot move effectively between all gate areas, we often reach our screening capacity during peak departure cycles and cannot use excess adjacent capacity to manage our line waits.

Our screening methods rely on a risk based strategy that is designed around pre-screening travelers, placing them into a trusted traveler pool and providing them with a modified screening protocol that allows us to focus more resources on unknown travelers. TSA Pre✓® along with other trusted traveler programs cannot be used for all travelers at MCI because of our facility constraints. As a robust travel market continues to grow, this lack of access to trusted traveler programs and reduced screening capability may affect the viability of MCI as a world class aviation facility.

As the industry adapts to new security threats, there are other immediate challenges with our facility that should be addressed. It is important for us to continue to work at improving our physical barriers and access points nationwide. Simply put, facility designs from 1972 do not affectively serve the security needs of the 21<sup>st</sup> century without on-going modifications that can be costly and manpower intensive. We look forward to conducting a comprehensive vulnerability assessment of your facility to better define where we should focus our immediate attention. I have attached the updated airport design guidelines from 2011 for your review.

The TSA staffing model is designed to meet a 10 minute line wait at airports nationwide. Throughout the summer of 2016, TSA has processed a record number of travelers with more than 90% waiting less than 15 minutes. By working together on a new checkpoint and baggage screening layout using current design standards we estimate that we could gain a 20% increase in our efficiency. We are confident that our team can improve the passenger experience at MCI by consolidating resources and offering our premium TSA Pre✓® process to all qualified travelers. Our team will meet the same standards as today and take pride in doing so without ever compromising our core security mission.

Sincerely,

A handwritten signature in black ink, appearing to read "James M. Spriggs".

James M. Spriggs  
Federal Security Director-Missouri