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U.S. Department of Homeland Security
Freedom of Information Act Branch
601 South 12th Street
Arlington, VA 20598-6020



**Transportation
Security
Administration**

January 26, 2017

3600.1

Case Number: 2016-TSFO-00512

John Greenewald
The Black Vault



Dear Mr. Greenewald:

This letter responds to your Freedom of Information Act (FOIA) request dated September 21, 2016, addressed to the Transportation Security Administration (TSA) FOIA Branch seeking a copy of the report entitled: Review of TSA Canine Program – Safety Incidents, Review Number 10-IRD-0002, conducted by the TSA Office of Inspection.

Your request has been processed under the Freedom of Information Act, 5 U.S.C. § 552, and the requested record is being released to you in full.

The rules and regulations of the Transportation Security Administration applicable to Freedom of Information Act requests are contained in the Code of Federal Regulations, Title 6, Part 5. They are published in the Federal Register and are available for inspection by the public.

Fees

There are no fees associated with processing this request because the fees incurred do not exceed the minimum threshold necessary for charge.

Administrative Appeal

In the event that you wish to appeal this determination, an administrative appeal may be made in writing to Kimberly Walton, Assistant Administrator, Office of Civil Rights & Liberties, Ombudsman and Traveler Engagement (CRL/OTE), Transportation Security Administration, 601 South 12th Street, East Building, E7-121S, Arlington, VA 20598-6033. Your appeal **must be submitted within 90 days** from the date of this determination. It should contain your FOIA request number and, to the extent possible, the reasons why you believe the initial determination should be reversed. In addition, the envelope in which the appeal is mailed should be prominently marked "FOIA Appeal." Please note that the Assistant Administrator's determination of the appeal will be administratively final.

Additionally, you have the right to seek dispute resolution services from the Office of Government Information Services (OGIS) which mediates disputes between FOIA requesters and Federal agencies as a non-exclusive alternative to litigation. If you are requesting access to your own records (which is

considered a Privacy Act request), you should know that OGIS does not have the authority to handle requests made under the Privacy Act of 1974. You may contact OGIS as follows: Office of Government Information Services, National Archives and Records Administration, 8601 Adelphi Road-OGIS, College Park, Maryland 20740-6001; e-mail at ogis@nara.gov; telephone at 202-741-5770; toll free at 1-877-684-6448; or facsimile at 202-741-5796.

If you have any questions pertaining to your request, please feel free to contact the FOIA Branch at 1-866-364-2872 or locally at 571-227-2300.

Sincerely,

A handwritten signature in cursive script that reads "Regina McCoy".

Regina McCoy
FOIA Officer

Summary:

Number of Pages Released in Full: 8

Enclosure

~~SENSITIVE SECURITY INFORMATION~~

Review of TSA Canine Program – Safety Incidents

(10-IRD-0002)

May 2010

Office of Inspection



Transportation Security Administration

~~**WARNING:** This document contains Sensitive Security Information that is controlled under 49 CFR Part 1520. No part of this document may be released to persons without a need to know, as defined in 49 CFR Part 1520, except with permission of the Administrator of the Transportation Security Administration, Washington, DC. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public release is governed by 5 U.S.C. 552.~~

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EXECUTIVE SUMMARY

Introduction and Background

This report provides the results of the Office of Inspection's (OOI) Review of the TSA Canine Program – Safety Incidents. The review was conducted at the request of the Acting Administrator, Transportation Security Administration (TSA) as the result of a dog bite incident which occurred at the Denver International Airport, Denver, Colorado. The incident involved two Canine Transportation Security Inspector - Cargo (CTSI-C) handlers and an assigned canine.

OOI conducted this review to determine if (1) there are any systemic issues related to training, dog selection, and handler selection in TSA's Proprietary Canine Program associated with biting incidents related to canine aggressive behaviors, and (2) evaluate the effectiveness of dog bite incident reporting procedures and subsequent analysis and remedial actions to ensure safeguards for the public and handler.

Results

We conducted interviews of managers within the TSA's National Explosive Detection Canine Team Program (NEDCTP) and TSA's Proprietary Canine Program operated by the Office of Security Operations (OSO). The following documents were obtained and reviewed: the Transportation Security Inspector Canine manual, power point presentations relating to safety awareness, and incidents reports. These aforementioned activities were conducted to learn Best Practices utilized by the NEDCTP and TSA's Proprietary Canine Program.

Information relating to dog bite incidents was obtained from two Department of Homeland Security (DHS) component agencies with long standing canine detector dog programs. The information was used as a benchmark against dog bite incidents within the Canine Program.

Conclusion

There were no policies or procedures discovered during the review process that identified any systemic issues associated with dog biting incidents or aggressive behaviors. We also found the dog bite incident reporting procedure, as well as the subsequent analysis and remedial actions taken, effective to ensure safeguards for the public and handler. The notification procedures as outlined in the TSI Canine Manual, dated December 10, 2008, were followed by the TSI personnel when the dog bite incident occurred.

Benchmarking with two DHS Component agencies' canine programs demonstrated that the TSA's Proprietary Canine Program does not have a disproportionately high rate of dog bite incidents.

INTRODUCTION

In September 2009, the Office of Inspection (OOI) was requested by the Acting Administrator of TSA to conduct a review of a dog bite incident which occurred on July 31, 2009, at the Denver International Airport, Denver, Colorado. The incident involved two Canine Transportation Security Inspector-Cargo (CTSI-C) handlers and a canine assigned to the TSA Proprietary Canine Program.

The two objectives of the review were to determine if there are any systemic issues related to training, dog selection, and handler selection in TSA's Proprietary Canine Program associated with biting incidents related to canine aggressive behaviors, and evaluate the effectiveness of dog bite incident reporting procedures and subsequent analysis and remedial actions to ensure safeguards for the public and handler.

The scope of the review will detail a specific time frame related to biting incidents involving canines in TSA's Canine Programs, establish a benchmark related to biting incidents associated with aggressive behaviors occurring at selected DHS Component agencies and review documents related to training, program policies, and reports/statistics documenting biting incidents. The methodology used will involve review of TSA Canine Program databases and records, the analysis of database information, documents review and interviews.

BACKGROUND

On November 19, 2001, congress enacted the Aviation and Transportation Security Act (ATSA), which established the TSA. The TSA took over responsibility of the Federal Aviation Administration's (FAA) Canine Program which FAA had operated from 1972 thru 2002.

The TSA's Canine Program falls under the Office of Law Enforcement/Federal Air Marshal Service (OLE/FAMS), Office of Security Services and Assessments (OSSA) and is managed by the National Explosive Detection Canine Team Program (NEDCTP). The NEDCTP operates a Law Enforcement Agency Program (LEA) which is a partnership with participating law enforcement agencies having an airport or mass transit nexus. The NEDCTP provides the canine, training, explosives for use in training, and certification for each officer selected by the participating agencies.

As a result of legislation passed by congress in May 2007, entitled, "The Implementing Recommendations of the 9/11 Commission Act of 2007," TSA is required to increase the number of explosive detection canine teams certified for transportation related security by the end of 2010. The Act includes "the Iraq Supplemental" which appropriates funds for use by TSA to expand the NEDCTP by no fewer than 170 canine teams to include the use of agency led teams to support air cargo security. In January 2008, TSA established the TSA Proprietary Canine Program and began an initiative to train, certify and deploy Transportation Security Inspectors (TSI) from the Office of Security Operations (OSO)/Compliance as canine handlers. By March 2008, the TSA began deploying CTSI-C teams to assist in the screening of cargo.

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Of the total 170 teams, TSA deployed 85 teams to support air cargo screening and the remaining canine teams were allocated to the participating law enforcement agencies. As of July 2009, 35 of the original 85 teams designated to law enforcement agencies have been reallocated to the TSA Proprietary Program for cargo screening duties.

TSA procures canines from three sources. The first is the TSA Canine Breeding and Development Center, also known as the TSA Puppy Program. In this program volunteer families are provided a puppy to "raise" from age 9 weeks to 12 months. The puppies are evaluated monthly for medical and behavioral evaluation. The second procurement method is through contracting with private kennels. The canines at the private kennels are pre-trained in detecting explosive odors for approximately 30 days prior to entering the class environment and working with their newly assigned handler. The third method of procurement of canines is through partnership with the Department of Defense (DOD).

TSIs selected to be TSA Canine Handlers must initially complete a four-week TSI Basic Training Course at Oklahoma City, Oklahoma. TSI Canine Handler training then continues with a 10 week TSA National Explosives Detection Canine Handler Course at Lackland Air Force Base (LAFB), Texas. The canines are pre-trained by trainers approximately five to six weeks prior to handing them over to the student handlers. TSA controls the course curriculum and certification of the teams to meet their standards. During the second week of the 10 week course, the canine is introduced to the handler. The handler and canine continue training together for the duration of the course establishing a bond and working relationship.

Upon graduation, the canine team (handler and canine) return to their assigned airport and complete a 30 day acclimation period. Training continues for the canine team after this acclimation period. Also, within 60 to 120 days of returning to their assigned airport from LAFB, a 14 day training (TSA certification process) mission begins. This Training Mission determines if certification has been met. Annual Evaluations are conducted each year thereafter, by NEDCTP Training Staff to maintain the canine team's certification. Once the Canine Team completes all of their training cycles and enter operational status, they are governed by the TSI Canine Manual.

RESULTS

We conducted a review of a dog bite incident which occurred on July 31, 2009, at the Denver International Airport, Denver, Colorado. The review involved conducting interviews of managers within the TSA's National Explosive Detection Canine Team Program (NEDCTP) and TSA's Proprietary Canine Program operated by the Office of Security Operations (OSO), and the review of pertinent documents. The following documents were obtained and reviewed: the Transportation Security Inspector Canine manual, power point presentations relating to safety awareness, and incidents reports.

The TSI Cargo Manual which has an original date of December 10, 2008, and a revision date of January 26, 2010, establishes protocols and procedures to be followed when a dog bite incident occurs. Various chapters and sections within these chapters reference notifications and

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procedures to be followed when a dog bite occurs.

The canine team (primary handler and canine) along with a secondary CTSI-C handler who was assisting the team, were conducting cargo screening duties. During the process of conducting these duties, and at some point in the screening, the canine hesitated several times to respond to a "seek" command. Reluctantly, the canine responded to the command and jumped on top of a three-foot high crate to conduct a search. Almost immediately the canine jumped down, lunged and growled at the primary handler. The handler stepped backwards to create distance from the canine and fell on the ground. The canine continued to growl and attempted to lunge on top of the fallen handler. The secondary handler intervened between the canine and the fallen handler and was bitten on the right hand and chest. The primary handler was then able to get up and control the canine by pulling up on the choke chain.

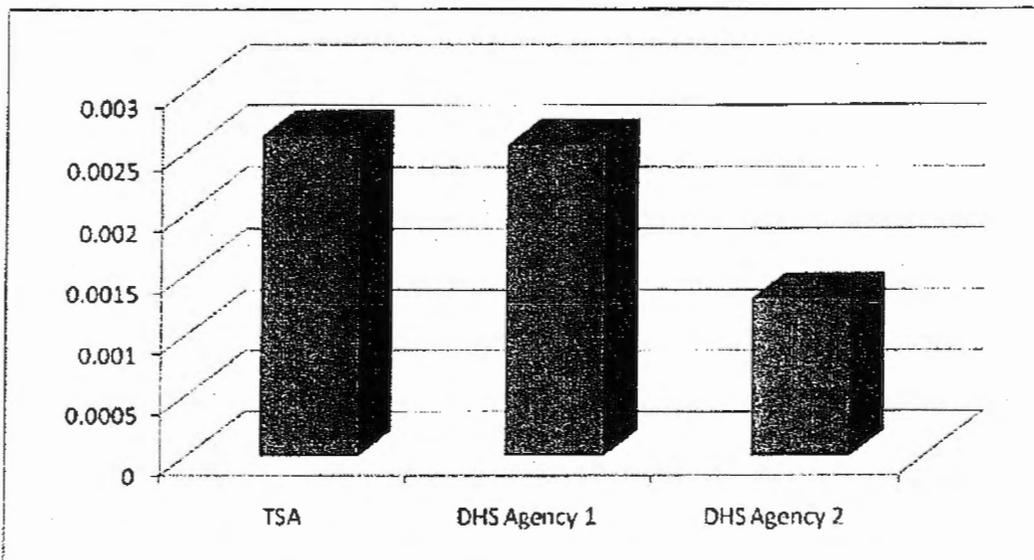
After the incident, the canine was immediately secured in the primary handler's vehicle. The handlers followed their established notification protocols with regard to the incident, and obtained medical assistance for the secondary handler.

The canine in question was sent to Lackland Air Force Base for evaluation. Attempts to provoke the canine to respond aggressively were negative. The canine has been reassigned to an officer of a Law Enforcement Agency participating in the National Explosive Detection Canine Team Program (NEDCTP).

Information obtained from two DHS component agencies pertaining to the number of dog bite incidents occurring within their respective canine programs over a set period of time was gathered. The information was analyzed and used as a benchmark against dog bite incidents occurring over a set period of time within the TSA Proprietary Canine Program.

The graph below shows the relationship between the agencies used in the benchmark process. Specifically, the number of incidents of bites, per month, per dog. This formula provides for an incident rate allowing the information to be detailed in a graph form. The relationship depicted on the graph below shows that TSA does not have a disproportionately high rate of bite incidents (per month, per dog) when compared to other DHS Component agencies with a similar canine program.

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Incidents	Months	Dogs	Agency	Incident Rate = Incidents/Months/Dogs
9	24	143	TSA	0.002622378
26	17	600	DHS Agency 1	0.002549020
3	36	64	DHS Agency 2	0.001302083

CONCLUSION

One objective of this review was to determine if there are any systemic issues related to training, dog selection, and handler selection in TSA's Proprietary Canine Programs associated with biting incidents related to canine aggressive behaviors. There were no policies or procedures discovered during the review process that identified any systemic issues associated with dog biting incidents or aggressive behaviors.

We also evaluated the effectiveness of the dog bite incident reporting procedure as well as the subsequent analysis and remedial actions taken to ensure safeguards for the public and handler. These procedures provide for effective reporting of biting incidents and for any subsequent analysis and remedial requirements to ensure public, canine, and handler safety.

The notification procedures as outlined in the TSI Canine Manual were followed by the TSI personnel when the dog bite incident occurred. Medical treatment was provided to the injured handler and attempts to re-create the aggressive behavior in the canine were unsuccessful. Per TSA policy the canine was removed from the Proprietary Canine Program.

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Benchmarking with two DHS Component agencies' canine programs demonstrated that the TSA's Proprietary Canine Program does not have a disproportionately high rate of dog bite incidents.

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Team Leader