



# Uniform Exhibit: Transportation Security Officer

## First Generation Transportation Security Officer Uniform

The Aviation and Transportation Security Act was signed into law November 19, 2001 and stipulated that transportation security screeners be required to be attired while on duty, in a uniform approved by the Under Secretary of Security for Transportation. This mandate was critical to defining and identifying the first federalized security force safeguarding American airports. Prior to 2001, airports outsourced security to private security companies. After September, 2001, with the implementation of federal security screening, it was necessary for screeners to be recognizable, easily identifiable in a crowd, and to command respect.

The first generation (1/G) uniforms for TSOs (formerly called screeners) were designed, developed and issued in 2002. The outfitting of 50,000 people in uniforms in a brand new agency in a compressed timeframe was a huge task accomplished by a dedicated team of professionals. The 1/G uniforms were intended to be an interim or temporary solution to the requirement to wear uniforms. The 1/G consisted of a white shirt with Department of Transportation (DOT) emblems, a



TSA cloth badge, and navy blue trousers. They were made with 65%/35% polyester/cotton material and were commercial-off-the-shelf (COTS) products perhaps best described anecdotally as “low-cost and available.” Typical accessories included a black leather belt, burgundy sweater vest with a gold TSA cloth badge, striped burgundy and navy tie, and a one-line nameplate containing the officer’s first name and a five-digit number engraved on a single line. All the 1/G shirts were made on a men’s pattern – there were no women’s patterned shirts.



The 1/G shirts featured “TSA” embroidered in block letters with navy blue thread on the yoke (back) of the shirt, and 3/8 inches above the yoke seam. Epaulets on the shoulders provided distinction from standard dress shirts, and provided the capability to add the first shoulder boards to the uniform – solid navy blue in color. These epaulet loops were distributed only to lead and supervisory screeners and were used as distinctive attire to immediately identify the supervisory screeners to law enforcement officers and the general public.

## Second Generation Transportation Security Officer Uniform

TSA Mission Support convened an interim Uniform Advisory Board on October 9, 2003 to provide recommendations for uniform changes and adjustments, and to proceed in drafting specifications for the next generation of TSA uniforms. Members from headquarters, Area Director staffs, screeners, and representatives from VF Solutions™ were invited to participate. One of the first of the easily visible changes was the replacement of the original DOT emblems with the new Department of Homeland Security (DHS) emblems (cloth patches), consistent with the transfer of TSA from DOT to DHS.

The 2/G shirts were made of Horizon® fabric, 100% polyester, which was supposed to provide better wear, color fastness, and overall appearance. In addition to the changes to the material, the shirts now featured both men’s and women’s patterns. Functional epaulets were added to the shoulders to accommodate the new TSA shoulder boards. The cloth, chest badges were upgraded to show more details and an organizational logo which enhanced its professional appearance. The TSA emblems on the back of the shirts were embroidered in block letters and was positioned 4 inches below the bottom yoke seam, centered with the center back of the shirt.



The 2/G navy blue trousers, in addition to the changes in the material, featured flat front styling. Additionally, patterns were altered to allow both regular and relaxed fit styling for both men’s and women’s trousers. The 2/G sweater vest featured commando styling and had epaulets added to the shoulders to accommodate the new shoulder boards.

The 2/G ties were limited to navy blue with pinstripes. The women’s ties were changed to the new slim design cross-over tab styling. The 1/G fluffy woman’s tie was recommended for discontinuation in lieu of a smaller X-cross neck tab, similar to those worn by airlines personnel.

The 2/G rank insignia (also known as shoulder boards) were added with this contract. The insignia was navy blue with gold “TSA” lettering and gold stripes to distinguish rank. TSOs had one stripe, Lead TSOs had two stripes, and Supervisory TSOs had three stripes. The insignia easily slipped on to the epaulets of the shirts and the sweaters.

Uniforms of this design were used beginning in 2004 and were eventually phased out in 2008.



## Third Generation Transportation Security Officer Uniform

The evolution to the current third generation (3/G) blue shirt uniforms had its origins in the TSA's National Advisory Council (NAC) in 2007. The NAC, with membership drawn from management and TSOs, recommended the chartering of a Uniform Board to review current uniforms, after it was identified as a major issue among the uniformed field employees.

The most striking change is the color of the shirts from white to royal blue. The intent was to progress to a more professional appearance and to permit easier maintenance. The 3/G Metal Badges replaced the cloth chest badges and provided the most important improvement to the uniforms from the TSO perspective. Two enamel ribbons surround the DHS/TSA seal, with Officer embossed on the top ribbon, and the bottom ribbon Transportation Security Administration. Each shield is uniquely numbered at the bottom and assigned to a specific officer in TSA's property accounting records. In honor and recognition of the history of TSA's origin, the first shield produced was assigned the number 911.

The fabric in both shirts and trousers was changed from 100% Horizon® polyester to 65%/35% polyester/cotton – a better quality fabric than the 1/G polyester/cotton. Another change to the uniform was the creation of a new arm patch which addressed the expressed desires of our TSOs to wear visible reminders of our organization's 9/11 roots as well as the American flag. A thin cord stripe in the same color as the shirt was added to the seams of the trousers. The 3/G belt was widened to better fit the belt loops of the trousers and prevent rolling of the waistband over the thinner styles used in the 1/G and 2/G uniforms.

A new patch replaced the DHS arm patch on the left sleeve. The design of the new patch, also known as the team spirit patch, was based on the new TSA coin which featured an eagle superimposed over a portion of an American flag, with nine stars and eleven stripes (representative of the 11th day of the ninth month) – the same as the center ring of the original DOT patch worn when TSA was first created. The existing DHS arm patch that was created for 2/G uniforms, remained on the right sleeve. The TSA lettering was removed from the back of the shirts in response to Officer feedback.

The 3/G sweater vests changed from burgundy to navy blue and added reinforced eyelets and a badge holder to support the wearing of the metal badge. The 3/G neck ties were changed to a solid navy blue color. Three lengths of the male style ties were offered to accommodate TSOs with different body builds. The female crossover tie was also changed to navy blue. The 3/G nameplates changed from a single line to a double line format with last name on the top and Officer, Lead Officer, or Supervisory Officer on the bottom line. The 3/G shoulder boards changed the thread color of the stripes and TSA lettering from gold to silver.

The production and shipment of the 3/G uniforms began in 2007 and was completed in the summer of 2008. The new uniforms first debuted during the Democratic and Republican National Conventions in 2008. The vast majority of airports changed to the new uniforms on 9/11/2008, after TSOs were all given extensive training on the significance and importance of the new uniforms and metal shields, and were presented the shields in an FSD-led ceremony at the conclusion of the training.

A new TSO uniform arm patch with the up-to-date core values, replaced the legacy seal uniform patch in September 2019. The patch uses the winning design from







the new TSA Flag. The TSA seal consists of a white, stylized American eagle centrally located inside rings of red and white, against a field of blue. The eagle's dynamically-feathered wings are outstretched in a pose signifying protection, vigilance, and commitment. The wings break through the red and white containment rings, indicating freedom of movement. There are nine stars and 11 rays emanating out from the top of the eagle, symbolizing the agency's 9/11 roots. The design also includes a graphic representation of land and sea, reflecting the modes of transportation TSA is charged with protecting. The eagle's head is turned to the right emulating the DHS eagle.

## The Federal Air Marshal (FAM) Training Uniform as worn by FAM Candidates

The typical training uniform of FAM Candidates trained from 2002 to present date consists of a gray logo t-shirt over black Battle Dress Uniform (BDU) pants. During training, candidates also wear a training pistol in a strong



side hip holster, as well as all FAM Mission equipment in order to acclimate the student to the responsibilities of firearm and law enforcement equipment carriage. Each class is assigned a guidon as a class identifier and the class is required to march under it at all times to build esprit de corps.

FAM Candidates will spend approximately 4-months in initial training split between FELTC Artesia, NM, where they learn basic law enforcement skills, and TSA Training Center in Atlantic City, NJ, where they are trained to work in the unique environment.

## Canine Handler Uniform

The canine handlers wear khaki tactical pants, black boots, and a black polo with the DHS log embroidered on the left side of the chest.

The canines who work in the passenger screening areas wear a harness with the words, "DO NOT PET." The uniform depicted is worn during training in Atlantic City.





## TSA National Explosives Detection Canine Team Program

The TSA National Explosives Detection Canine Team program within the TSA is one of the oldest explosives detection canine team programs in the country. It was created because of the March 1972 bomb threat against a Trans World Airlines jet headed for Los Angeles from John F. Kennedy International Airport.

The canine program transferred ownership from FAA to TSA and then as a result of the events of September 11, 2001, the program was transferred to DHS under the authority of ATSA the following November. Through cooperative agreements, the program provides TSA-certified canines, training for canines and handlers, canine explosives training aids and explosives storage magazines, monetary reimbursements for participants to offset costs, and annual on-site certification for participant canine teams. The program has fostered partnerships throughout the federal, state, and local law enforcement communities, and throughout the world. In many cases, the program has become the voice of U.S. programs worldwide.

The canine program continues to lead the way within the canine community through joint endeavors with the Department of Defense, Department of Justice, and other DHS agencies. Most TSA-certified explosives detection canine teams receive initial training by attending training at Lackland Air Force Base in San Antonio, Texas. This course of instruction is a collocated course managed by the TSA Canine Training Center. A collocated course means that TSA has shared use of U.S. Air Force training facilities on Lackland Air Force Base; however, TSA controls the course curriculum and the certification of the teams to TSA certification standards, resulting in a tremendous cost savings for TSA. The training course and facilities in San Antonio, TX are considered the "Center of Excellence" for canine training.



## Transportation Security Inspector Uniform

Transportation Security Inspectors (TSI) are responsible for ensuring compliance and enforcement of complex Transportation Security Regulations. There are currently three distinct specializations of Transportation Security Inspectors: Aviation, Cargo (to include K-9), and Surface. The three specialties are distinguished in their title, such as TSI-A, TSI-C, TSI-S. Transportation Security Inspectors conduct inspections, investigate alleged instances of violations of Federal regulations, respond to incidents related to all transportation modes, conduct outreaches to the industry, participate in vulnerability assessments, participate in national special security events, and many other tasks. All Transportation Security Inspectors attend a 5-week Basic Inspector Course at the TSA Security Enforcement Training Academy, located at the FAA Academy, Oklahoma City. Additionally, Inspectors attend a two week On the Job Training Session with a certified TSI OJT Provider. Fully trained Inspectors are issued credentials and a badge.



## The Federal Air Marshal (FAM) Visible Intermodal Prevention and Response (VIPR) Program Uniform

Since 2008, the standard VIPR uniform has been a navy blue or black DHS Police logo collared short- or long-sleeved shirt worn with khaki tactical pants. Standard footwear is not mandated by the program but most VIPR FAMS deploy in tactical boots or shoes. Standard headwear includes a black DHS Police logo baseball cap or a wool DHS watch cap. The VIPR Team members are also supplied with custom-fit Threat Level III bullet resistant tactical vests that include DHS Police markings, badge, and various pouches for law enforcement equipment. The uniform also includes a duty belt and keepers that facilitate the carriage of the FAMS-issued duty pistol, handcuffs, magazine pouches, and other needed equipment. The VIPR FAMS have the option to carry a strong side belt or thigh holster. Cold weather gear included a heavy weight DHS logo parka and a Day-Glo rain jacket.



Working with DHS' Countering of Weapons of Mass Destruction (CWMD), VIPR members are supplied with Preventative Radiation and Nuclear Detection (PRND) equipment which allows for passive Radiological/ Nuclear screening in transportation venues. VIPR also has the capability to deploy shotguns and carbine rifles as needed. Communication among team members is conducted with handheld radios with lapel or discreet microphones on encrypted frequencies.

## Transportation Security Specialist - Explosives Uniform

On November 2, 2003, the TSA Explosives Unit was incorporated into the Federal Air Marshal Service with a structured staff of eight headquarters staff and 25 field



office BAO positions. The headquarters element was renamed the Explosives Division and placed under the FAMS Office of Training and Development.

The Explosives Division field personnel was increased to include at least one position at each FAMS field office with two positions at the FAMS Training Center in Atlantic City. With the creation of the BAO Program, the program grew to over 400 Bomb Appraisal Officers, now known as Transportation Security Specialists - Explosives (TSS-E).

Currently, the TSS-E mission includes Advanced Alarm Resolution for all screening operations, training officers on explosives detection, conducting liaison and training with local bomb squads on behalf of the local airports, and advising the Federal Security Director as a subject matter expert on explosives, improvised explosive devices (IEDs), and terrorist use of explosives in attacks and IEDs.