

> -----Original Message----- b6
> From: [REDACTED]
> Sent: Friday, May 17, 2002 3:00 PM
> To: 'sharan.sharp@ost.dot.gov'; 'juanita.dean@ost.dot.gov';
> 'carmen.n.rivera-glagola@ost.dot.gov'; 'norman.strickman@ost.dot.gov'
> Subject: "No Fly" list -- Identical Name: Proposal/Recommendations
> Importance: High

> From our meeting on Wednesday, 15 May. I would like to propose 2
> recommendations to make the current the security system efficient and easy.

> Proposal 1:

> 1) When the airline clerk after verifying the passangers ID enters the
> passangers name in the computer to check-in, the current system check
> against the "No Fly" list and identifies a name match by displaying the
> message on the computer screen "Deny Boarding and Immediately Notify Local
> Authorities."

> How about if this process can be made into a two step process.

> a) When the airline clerk after verifying the passangers ID enters the
> passangers name in the computer to check-in, the system checks against the
> "No Fly" list, and if the system identifies a name match, at that point
> the system will prompts the airline clerk to enter the passangers date of
> birth information in the system.

> The system will than match the date of birth of the suspect on the "No
> Fly" list.

> If the date of birth is not a match the system will allow the airline
> clerk to proceed with the check-in process.

> However, if the system finds the passangers date of birth identical to the
> suspects date of birth at that point the system will display a message on
> the computer screen "Deny Boarding and Immediately Notify Local
> Authorities."

> By making this change within the current security system in place, the
> system will be able to efficiently narrow down the search of the suspect
> without casuing stress to the travellers and significantly reduce the
> unnecessary panic at the airports.

> Proposal 2:

> The TSA shall be able to work with the Airlines and allow the airline to
> "flag" the trusted passangers frequent flyer record so that when a
> passangers shows up at the airport the system can bypass a passanger from
> being flagged based on the "flag" on the frequent flyer record. An
> another example can be trusted traveller card.

> A few individuals made a comment after the meeting on Wednesday that I
> should change my name. That just makes me realize that the current system
> isn't very efficient and secure, and an evil person can still easily
> bypass the security measures put in place.

> I sincerely hope that my proposals will be taken into consideration.

> Regards,
> [REDACTED] b6

000208

COMMITTEE ON
FINANCIAL SERVICES

SUBCOMMITTEE
CAPITAL MARKETS, INSURANCE, AND
GOVERNMENT-SPONSORED
ENTERPRISES
HOUSING AND
COMMUNITY OPPORTUNITY

COMMITTEE ON
SCIENCE
SUBCOMMITTEE
RESEARCH



TSA-1

WASHINGTON OFFICE:
429 CANNON HOUSE OFFICE BLDG.
WASHINGTON, DC 20515
PHONE: (202) 225-3335
FAX: (202) 225-4669

DISTRICT OFFICE:
7 WEST MAIN STREET
BAY SHORE, NY 11708
PHONE: (631) 665-7332
FAX: (631) 665-8383

Congress of the United States
House of Representatives

STEVE ISRAEL
Second District, New York

June 4, 2002

Mr. Quentin Burgess
Acting Administrator for Government and Industry Affairs
Federal Aviation Administration
800 Independence Avenue Southwest, Rm 1022
Washington, D.C. 20591

Dear Mr. Burgess:

Attached please find correspondence from [REDACTED] a prominent Huntington, New York [REDACTED] who is having difficulty boarding a plane without being unduly detained and searched. His name is flagged with "SH" and we are asking your assistance in determining the reason for this happening and if there is something that can be done so that there are no future occurrences.

It should be noted that [REDACTED] owns a home in Naples, Florida that he travels to on a constant basis. On occasion he has traveled without luggage as everything he needs is in his Florida residence. We are concerned that perhaps his frequent traveling to Florida and his occasional absence of luggage may have triggered his being detained and searched on a regular basis. However, we cannot be entirely sure this is the reason.

I have attached [REDACTED] letter to this fax along with his bio. I would appreciate your consideration and review of the enclosed correspondence and look forward to hearing from you shortly.

Thank you in advance for your anticipated cooperation.

Sincerely,

STEVE ISRAEL
Member of Congress

SI:WF
Enclosures

OFFICE OF THE
ADMINISTRATOR
2002 JUN 12 P 4: 38
EXECUTIVE SECRETARIAT

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w/4 entitel

[REDACTED]

[REDACTED]

000210

[REDACTED]

Attorneys at Law

May 28, 2002

Congressman Steven Israel
7 West Main Street
Bay Shore, N.Y. 11706

Re: FAA Security Procedures

Dear Congressman Israel:

The subject of this letter is the frustration I have experienced during my air travel as a result of the FAA procedures.

I have made approximately ten airline trips between JFK and Fort Myers, Florida and two trips from Washington, D.C. to Fort Myers within the last four months. On three of those occasions my wife traveled with me. I believe that it is my ticket that is marked with the FAA "secret code" written in pencil on my ticket as "SH". After the third incident, I learned that "SH" means that I have been singled out from the computer as requiring a special search after I pass through the normal security procedures and when I am at the gate about to board the aircraft. The remainder of the plane boards while I am required to go to the side and go through another security pat down, including the removal of my shoes and the running of a wand over my shoes and feet. This also includes again, removing all of my personal items from my pockets and having my wallet again searched. This is obviously not a random search, but rather, a search that is prompted by reason of something that is in the computer. In my case, it is particularly inconvenient because this suspected terrorist has a pacemaker and I normally carry three prescription medical vials with me. I then have to scramble, after having first scrambled at the initial security clearance which is anticipated. I then re-engage in the same procedure. I honestly don't know which concerns me more, the frustration of my search or the fact that any bureaucracy that wastes its time on needless long division problems is diverting its energies in the wrong direction to what could be the public's real detriment.

If I were a real terrorist, would I continue to board the plane knowing that I am branded "SH"? Is there not a probability, if not a total exclusion of terrorist suspicion, if the passenger has been singled out on numerous other occasions and the search found to be in the words of some of the employees, "foolish"?

[REDACTED]

b6

I wrote to Jet Blue Airlines and the response that I received was that this computer assignment is made by the FAA and Jet Blue is obliged to follow these guidelines. I can understand why the FAA would not wish to disclose the parameters of its random search. However, anything you can do to bring common sense to this situation would be appreciated.

Very truly yours,

[REDACTED]

- b6

AG/pl

PRIVACY RELEASE FORM

I hereby authorize Congressman Steve Israel to request on my behalf, pertinent to the Freedom of Information and Privacy Act, access information concerning me in the files of:

(Department or Agency)

Congressman Israel is also authorized to see any materials that may be disclosed to that request, and to speak on my behalf

in [redacted] b6 Date of Birth [redacted] b6

Current Mailing Address: (NO PO BOXES) [redacted]

Telephone Numbers: (Home) [redacted] b6 (Work) [redacted] b6

List any or all identifying numbers that might apply to your situation.

Social Security Number: _____ VA Claim Number: _____

Migration "A" Number: _____ Date Filed: _____

13c Number: _____ Other: _____

Specifically state the outcome you are seeking:

Specifically state the nature of your problem (be specific)

If you need more space, please use another sheet of paper)

I hereby declare that I am currently a resident of the Second Congressional District and the above information is truthful and complete to the best of my knowledge. In addition, if it is found that the above information is not truthful and complete, my case will be closed and no further action will be taken on my behalf by Congressman Steve Israel and/or his staff.

Signature: [redacted] b6 Date: 5/31/2002

June 7, 2002

202-366-9900

FAX 202-366-9955 (2 PAGES)

MR. JOHN W. MAGAW
UNDER SECRETARY FOR SECURITY
DEPARTMENT OF TRANSPORTATION
400 SEVENTH ST., S.W.
WASHINGTON DC 20590-0001

Dear Mr. Magaw:

I am attaching a copy of a faxed letter I sent to Ms. Garvey, Administrator of the Federal Aviation Administration regarding one of my constituents, [REDACTED] and his problem with security screening at airports. b6

According to the FAA this inquiry was sent to Jack Blaylock at the Department of Transportation. Since [REDACTED] is planning a trip to Europe on July 2nd, I would appreciate a reply by June 15th and any advice you may have for [REDACTED] that would assist him at airport security screenings. b6

You may reach me by phone or fax at my Washington office. Please call my District Director, Kaye Cleaver, at 913-383-2013 if you have any questions or need any additional information on Mr. Nelson.

Very truly yours,

DENNIS MOORE
Member of Congress

DM:kc
Encl.

FAXED

431 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-1603
PHONE: 202-225-2885
FAX: 202-225-2807

8417 SANTA FE DRIVE, #101
OVERLAND PARK, KS 66212
PHONE: 913-383-2012
FAX: 913-383-2088

500 STATE AVENUE, #176
KANSAS CITY, KS 66101
PHONE: 913-621-0922
FAX: 913-621-1632

647 FRASER-HISETTA ST., #212
LAWRENCE, KS 66044
PHONE: 785-842-9313
FAX: 785-842-3288

MIAMI COUNTY
PHONE: 913-284-4122

**Congress of the United States
House of Representatives**

DENNIS MOORE
Third District, Kansas
www.house.gov/dmoore

May 28, 2002

- COMMITTEE ON THE BUDGET
- COMMITTEE ON FINANCIAL SERVICES
- SUBCOMMITTEE ON CAPITAL MARKETS,
INSURANCE AND GOVERNMENT
SPONSORED ENTERPRISES
- SUBCOMMITTEE ON FINANCIAL INSTITUTIONS
AND CONSUMER CREDIT
- SUBCOMMITTEE ON OVERSIGHT AND
INVESTIGATIONS
- COMMITTEE ON SCIENCE
- SUBCOMMITTEE ON RESEARCH
- SUBCOMMITTEE ON SPACE
AND AERONAUTICS
- COMMITTEE ON SMALL BUSINESS
(An Act of October, 1976 Congress)

SENT BY FAX: 202-267-5047


JANE F. GARVEY
ADMINISTRATOR
FEDERAL AVIATION ADMINISTRATION
800 INDEPENDENCE AVENUE SOUTHWEST
WASHINGTON DC 20591-0004

Re: 

blp

Dear Ms. Garvey:

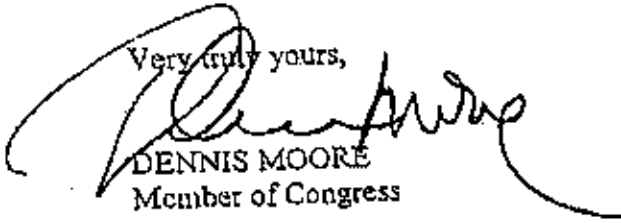
I was recently contacted by one of my constituents who travels frequently and has been subjected to extensive and thorough searches before boarding every flight.

This young man, whose travels are job related, realized the searches were not random. Upon contacting the FAA Intelligence, we were told that his name,  is the alias of a known terrorist. However, according to FAA Intelligence, the known terrorist is about 20 years older than my constituent. *blp*

It is my understanding that the "Watch List" which the FAA Intelligence furnishes to the airlines contains only the names of known or suspected terrorists. Are other physical identifiers or a date of birth/age information included on the "Watch List"? Inclusion of this information might reduce the unnecessary time and inconvenience of conducting searches that contribute nothing to security.

I would appreciate your consideration of adding the birth date or age information to the names listed on the "Watch List" if this information is not already included. This would improve the efficiency of the airport screeners and alleviate some of the inconvenience to passengers. Thank you.

Very truly yours,


DENNIS MOORE
Member of Congress

000215

DM:kc

TSA

BLUMENAUER

5th DISTRICT, OREGON

COMMITTEES:
TRANSPORTATION AND
INFRASTRUCTURE

SUBCOMMITTEES:
RAILROADS

WATER RESOURCES AND ENVIRONMENT

INTERNATIONAL RELATIONS

SUBCOMMITTEE:
EAST ASIA AND THE PACIFIC



Congress of the United States
House of Representatives
Washington, DC 20515-3703

WASHINGTON OFFICE:
1406 LONGWORTH BUILDING
WASHINGTON, DC 20515-3703
(202) 225-4811
FAX: (202) 225-8941

DISTRICT OFFICE:
THE WEATHERLY BUILDING
516 S.E. MORRISON STREET
SUITE 250
PORTLAND, OR 97214
(503) 231-2300
www.house.gov/blumenauer

J. Brian Riley
Asst. Admin. for Government and Industry Affairs
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, D.C. 20591

24 June 2002

Dear Mr. Riley:

While I appreciate the security concerns which have led to increased airport screening for all travelers, the system is subject to abuses. One of my constituents has been pulled out of line at the airport ticket counter three times in the last six weeks and been interviewed by law enforcement personnel for no apparent reason. This is not a case of profiling; he has been told that his name is on an FAA/FBI list that may have been generated by the manner in which he is purchasing his ticket.

Our constituent is a local businessman, residing in southwest Portland with his wife and small children. He has responded to all inquiries straightforwardly, but is understandably frustrated with their repetition. He is also concerned that his wife will be delayed in her summer travel with their children. He has attempted to contact both the FAA and the FBI to ascertain why he is being detained every time he travels, but to no avail.

His name is [REDACTED] b6
Portland 97219. His phone number [REDACTED] He will furnish whatever information is necessary to clear this up once and for all.

Your prompt advice about how to proceed in this matter will be greatly appreciated. Thank you for your attention to this request.

Sincerely,

Earl Blumenauer
Member of Congress

OFFICE OF THE
ADMINISTRATOR

2002 JUL -3 A 11:26

EXECUTIVE SECRETARIAT

000218

RECEIVED JUL 10 2002

[REDACTED] bl6
Lagunitas, CA 94938

John W. Magaw
Under Secretary of Transportation for Security
Transportation Security Administration
400 Seventh Street Southwest
Washington, DC 20590

July 5, 2002

re: Personal search policies.

cc: Representative Lynn C. Woolsey
Senator Barbara Boxer
Senator Diane Feinstein

Dear Under Secretary Magaw,

I am writing to express my concern about the seemingly arbitrary application of personal search security measures taken at U.S. airports. While it is clear that extraordinary measures are warranted at the airports in our current political climate, my specific concern springs out of my experience with "random" personal searches – culminating in a brief conversation I had with a security supervisor at Oakland Airport a few weeks ago.

Since the new security measures have been activated, I have found that I can not avoid being searched every time my name comes up on any ticketing screen. In my case this has resulted in quite a few personal searches and consequent boarding delays as I have been traveling quite a bit in the past eight months. On a recent trip through Oakland International Airport after being "randomly" searched for the second time, I expressed my dissatisfaction to the security supervisor at the boarding gate. Her response to me was that I was on an FAA "security risk list."

While I have my suspicions as to why I may be on this list, I would rather find out directly from you what the reasons are. I hope that it is a case of mistaken identity – and if this is the case, I would like to be removed from that list and avoid the ongoing harassment of not-so-random searches by your staff.

In any event, please let me know why I am on an FAA security risk list. If you require any additional information from me, please feel free to have a staff member call me at

[REDACTED] bl6

Sincerely,

[REDACTED] bl6

[REDACTED] bl6

000219

COMMITTEE ON RULES
SUBCOMMITTEE
RULES AND ORGANIZATION
OF THE HOUSE

CAUCUS FOR WOMEN'S ISSUES

CONGRESSIONAL ARTS CAUCUS
CHAIR

DEMOCRATIC LEADERSHIP
VICE CHAIR- RESEARCH

WHIP-AT-LARGE



CONGRESS OF THE UNITED STATES
LOUISE M. SLAUGHTER
28TH DISTRICT, NEW YORK

2347 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515-3224
202/225-3618

DISTRICT OFFICE:
3120 FEDERAL BUILDING
100 STATE STREET
ROCHESTER, NY 14614-1309
716/232-4850
TTY 716/434-4805

E-mail: louiseny@msr.house.gov
web: <http://www.house.gov/slaughter/>

July 23, 2002

Ms. Nadine Hamilton
Director, Office of Congressional Affairs
U.S. Department of Transportation
Room 10408
400 7th Street SW
Washington, DC 20590-0001

Dear Ms. Hamilton,

bl
I am writing on behalf of my constituent, [REDACTED] who has contacted me to request the TSA implement a "Trusted Traveler" screening process as outlined in the enclosed materials provided by [REDACTED]. [REDACTED] would also like to know whether the TSA will consider implementing this type of "Trusted Traveler" screening process either now or in the future.

I would appreciate your reviewing this correspondence to assist my constituent in resolving this matter. Please direct all questions and correspondence to Christopher Zeltmann in my Rochester District Office at (716) 232-4850.

Thank you for your timely assistance with this matter. I look forward to your reply.

Sincerely,

Louise Slaughter
Louise Slaughter
Member of Congress

LMS:cz

Enclosure

000220

Zeltmann, Christopher

From: [REDACTED] *bl*
Sent: Monday, July 15, 2002 3:42 PM
To: Zeltmann, Christopher
Subject: Traveling Harrasment: update

Importance: High

Hi Chris:

I would like to narrate a recent experience resulting from the efforts of Congresswomen Slaughter.

On Thursday July 11, the Continental airline representative at the Harrisburg airport was issuing me a boarding pass, the familiar "deny transportation and notify LEO" message displayed on the computer screen. When the airline's corporate security was notified in Houston by telephone, their first reaction was "this is a positive name match we need to notify FBI. Have you called in a local law enforcement officer (LEO) yet!!" The airline check-in agent assured corporate security that they personally know me, and that I travel from Harrisburg each week.

Due to the positive result of Congresswomen's effort the Continental airline had additional information to clear me. The representative was asked to verify additional information, i.e. date of birth, which in my case is different from the suspect. However, being first in line, it still took Continental staff at Harrisburg airport, although a small station, 30 minutes to figure out how to issue me a boarding pass considering they informed corporate security that they know me personally.

I am concerned, when I will fly a different airline/flight or from a different airport, I will have to build a new relationship at the airport with the airline staff.

Can you please have Congresswomen Slaughter look into my proposal and recommend these additional changes to enhance the current DOT/TSA security system, which will aide in expediting the current security process, making business/personal traveling easier for frequent travelers like myself.

Thank you and I really appreciate the cooperation that I have received from Congresswomen Slaughter's office, and I hope that my recommendation will be put forward to DOT/TSA by Congresswomen Slaughter's office.

[REDACTED] *bl*
Proposal:

One of the proposed solutions is to simply add a step to the current process. Presently, if an airline clerk enters in the name [REDACTED] *bl* for example, it matches with a name on the watch list and a message on the screen informs the clerk to "deny transportation and contact local authorities." This shows that the Department of Transportation was able to implement a computer program at airports across the nation that would flag names on the watch list and give the ticketing agent instructions. Therefore, it is reasonable to consider slightly modifying this process.

The Department of Transportation should configure the current computer program to request the date of birth for any name that is on the government watch list. Therefore, a passenger can be immediately cleared if his/her birth date does not match. However, if the system finds that the passenger's name and date of birth correlates with the suspect's name and

000221

date of birth, the system would then inform the clerk to "deny transportation and contact local authorities."

This is a simple ^{bl} step that will not only reduce the harassment of passengers such as [REDACTED] but will also reduce the unnecessary panic of airline clerks and other passengers thus making the process more efficient.

The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorized.

If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful. When addressed to our clients any opinions or advice contained in this email are subject to the terms and conditions expressed in the governing [REDACTED] client engagement letter.

bl

-----Original Message-----

From: [REDACTED]
Sent: Thursday, July 18, 2002 11:33 AM
To: Zeltmann, Christopher
Subject: Traveling Harrasment
Importance: High

Chris:

I discussed my proposal of simply adding a step to the current security process, with Fred Junek this morning, of modifying the current computer program to display a prompt on the computer screen to enter the date of birth for any name match with the "No Fly List." The computer will be able to immediately clear a traveler if the birth date does not match. However, in the case where the system finds that the passenger's name and date of birth correlates with the suspect's name and date of birth, the system would then inform the clerk to "deny transportation and contact local authorities."

Fred likes the idea and tells me that this is definitely possible if TSA can issue a new amendment to current regulation. This can ONLY be achieved if Congresswomen Slaughter and yourself can convince DOT/TSA to bring about this additional change. Fred has asked me to let you know that he will be more than happy to assist you in any way.

I sincerely hope that you can take up my proposal with DOT/TSA to modify the current system. This is a simple step that will not only reduce the harassment of travelers like myself but will also reduce the unnecessary panic of airline clerks and other passengers thus making the process much more efficient. At present Continental Airline receives on average 17 calls a day because of positive name match with the "No Fly List" from various airports across the US.

Thank you again for the cooperation that I continue to receive from your office in seeking permanent resolution to my problem.

[REDACTED] } b6

-----Original Message-----

From: Junek, Fred [mailto:Fjunek@coair.com]
Sent: Thursday, July 18, 2002 9:58 AM
To: [REDACTED] - b6
Cc: Ross, Lynn
Subject: RE: Airport Security

[REDACTED] - b6

I apologize for not getting back to you sooner. I have been travelling a great deal and I will continue to be out of the office more than I would like because of evolving issues with the FAA and TSA. Please feel free to contact Lynn Ross (ross@coair.com phone 713-324-4529) with your questions and concerns. Lynn is on my staff and she is our liaison with the TSA.

Insofar as the "known traveler" program is concerned, we will not know if the proposed program will result in expedited processing time in your case because the program has not been developed by the TSA. The possible benefits of the program are articulated at continental.com but the TSA has exclusive authority over any such program and exclusive authority to implement or not implement such a program. We will follow whatever procedures the TSA mandates. Until then, we are required to precisely follow all existing TSA procedures and we do not have the authority to deviate or modify TSA procedures.

Best regards,

Fred Junek
VP Safety and Regulatory Compliance
713-324-4422 phone
713-324-4844 fax

000223

-----Original Message-----

From: [REDACTED] b6
Sent: Thursday, July 18, 2002 7:49 AM
To: Juneck, Fred
Subject: Airport Security

Hi Fred:

I have read about the "Known Traveler" program on Continental website that guarantees faster airport security. Will such a program be able to establish an arrangement for individuals like myself to check in at the airport without calling in corporate security? If yes, when will Continental be able to implement the new program?

Thanks,

[REDACTED] b6

000224

2
[REDACTED] b6
Roseville, CA 95747-6719

July 23, 2002

RE: OFFICIAL COMPLAINT, AIRPORT SECURITY PROCEDURES

James Loy
Under Secretary of Transportation Security
Transportation Security Administration
400 Seventh Street Southwest
Washington, D.C. 20590

Dear Secretary Loy: b6

I am [REDACTED] My wife, [REDACTED] b6
[REDACTED] is employed by Placer County, California. As natural-born, patriotic citizens of the United States, we understand the need for heightened security at airports throughout the nation; however our recent experience with airline security and Alaska Airlines was not reasonable. We were obviously profiled and then systematically harassed at virtually every opportunity on a recent fly/cruise vacation to Alaska.

On [REDACTED] b6 we celebrated our 30th wedding anniversary. To mark this special occasion we made plans almost a year ago to take an inside passage cruise of Alaska with four of our closest friends. We all booked the cruise at the same time on the Ocean Princess through our travel agent at the American Automobile Association (AAA), paying by credit card. Our air itinerary was arranged months in advance through AAA and Princess Cruises.

We departed from Sacramento International Airport on July 6, changed planes in Seattle and arrived in Anchorage, Alaska, on the same day. At the termination of the cruise on July 13 we cleared Canadian Customs in Vancouver, B.C., were bussed through the United States border checkpoint and directly to Seattle-Tacoma International Airport (SeaTac) where we boarded a nonstop flight back to Sacramento.

The following is a chronological description of our predicament and our disagreement with the security procedures utilized by the Transportation Security Administration (TSA) and Alaska Airlines.

Sacramento International Airport

We arrived at 7:30 a.m., approximately 2 hours prior to the scheduled departure of Alaska flight 523. I presented our tickets to the Alaska Airlines Sky Cap and he consulted his computer. His demeanor then changed instantly from one of friendly service to one of confusion and apprehension. He stated that he would not be able to complete the check-in, that we would have to proceed to the main counter.

000225

OFFICIAL COMPLAINT, AIRPORT SECURITY PROCEDURES

July 25, 2002

The Alaska Airlines ticket agent at the main check-in counter had a similar change in demeanor as soon as he consulted his computer. He said that my identification had to be verified before we could check-in, and that he had to call someone else to do the verification. At first he would not expound on the meaning of "verify," but when pressed said that my name appeared on some sort of "watch list," and I had to be checked before we could move on. He further related that it would be five or ten minutes before the "agent" would arrive to complete the verification.

It was over half an hour before the "verification" agent arrived. The agent, who did not identify himself looked at my identification, asked a few questions, made a telephone call or two and cleared us through. I did not think to ask for his identification because at this time I believed that this was a temporary and transient inconvenience. The agent's advice was that on returning from our vacation, I should contact the Federal Bureau of Investigation (FBI) to verify that my name had been removed from the list.

The Alaska Airlines ticket agent now informed us that our checked luggage had been selected for "additional random screening," and he directed us to the screening site, located about fifty feet from the check-in counter.

The four bags we intended to check were neatly packed, locked, tagged, and secured with supplemental straps. The security agent conducted a detailed examination of the contents of our luggage. [redacted] and I were both upset because of the obvious delay this was causing and because of the unwarranted public intrusion of our privacy. [redacted] made the mistake of telling the security agent that "This is a bunch of shit!" He replied that he did not have to put up with that type of language. He also said that the search was voluntary and he could stop at any time. Sure it was voluntary. If he stopped we could kiss a \$6,000 vacation goodbye. What a ludicrous statement! At any rate, what she said was benign compared to what I had to accept during the course of my career, and was obviously her way of blowing off steam. [redacted] then noticed that the security agent was repacking our shoes with the street-side down against our clean clothes, so she insisted that he turn them over. Subsequently, he slowed the pace of his search considerably. In the same amount of time it took this agent to rifle through our luggage, a second security agent went through the luggage of three other couples.

He did not find anything of a suspicious nature and we were permitted to leave for the departure gate.

After going through the metal detector to get into the concourse I was pulled aside for "additional, random screening." I was subjected to the wand, the pat-down, the shoe/foot search and a hand search of my carry-on luggage.

We arrived at the gate shortly before the scheduled departure time of 9:31 a.m.

000226

2
OFFICIAL COMPLAINT, AIRPORT SECURITY PROCEDURES

[REDACTED] b6
July 23, 2002

When we attempted to board the airplane were both pulled aside for "additional, random screening," and subjected to the wand, the pat-down, the shoe/foot search and a hand search of our carry-on luggage.

Seattle-Tacoma International Airport

We arrived at SeaTac for a one hour layover. We never left the secure area of the concourse. When we attempted to board Alaska flight 87 to Anchorage we were pulled aside for "additional, random screening," and subjected to the wand, the pat-down, the shoe/foot search and a hand search of our carry-on luggage.

Seattle-Tacoma International Airport - return trip

Our cruise bus delivered us to a tent where our luggage had been delivered by Princess Cruises. Alaska Airlines had a temporary check-in counter in the tent. Upon consulting his computer, the ticket agent said that our luggage had been selected for "additional random screening," and directed us to "Area 2" in the main terminal. We did as directed.

SeaTac is equipped with a baggage x-ray machine, so the delay and inconvenience was not near as bad as Sacramento; however, we were still required to open three of the four bags for a hand search.

At the departure gate for Alaska flight 388 both [REDACTED] b6 and I were pulled aside for "additional, random screening," and we were subjected to the wand, the pat-down, the shoe/foot search and a hand search of our carry-on luggage.

Related Follow-up Information

On July 16, 2002, I telephoned the Sacramento Field Office of the FBI and spoke to Agent Matthew Perry. Agent Perry related that he was not aware of any FBI watch lists in effect at Sacramento International Airport. Nor were any FBI Agents stationed at the airport. He further stated that if I had been a hit on an FBI list, an FBI agent would have shown up to interview me and would have identified himself as an FBI agent. Agent Perry also said that most of the individuals on their watch lists are of middle-eastern origin.

Now that makes perfect sense!

Additional Observation

On June 22, 2002, we were at Phoenix International Airport on a return trip from Baltimore, Maryland, to Sacramento, California. As we were boarding Southwest Airlines flight 1241, we witnessed an old man in a wheelchair being pulled out of line for "additional, random screening." His younger, female companion objected, stating that he was 93 years old and needed her assistance. She was assured that the security agents

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would assist him, and they directed her to board the airplane, which she did under protest. A security agent then demanded that this frail old man remove his shoes, but he could not lean forward enough to remove them himself. Somebody else took his shoes off; we did not see who. Then a security agent demanded that he stand up and he could not. To witness the public humiliation of this frail old man by agents of the United States Government was bad enough, but he had to experience it himself. We boarded the airplane and witnessed nothing else relating to the old gentleman.

Summary

We were singled out for extreme scrutiny, not once, but at virtually every opportunity. This demonstrated an incredible waste of security resources and intrusion on our civil rights. ~~_____~~ and I are not a source of danger to this country. By focusing so much attention on us, we wonder how many opportunities were missed to utilize security resources in a more efficient manner. If our experience is multiplied untold thousands of times, considering others who may have similar experiences on a daily basis, current airport security procedures are flawed and a joke.

Our experience was not random. Random is not one hundred percent of the time. We were on a watch list. We were profiled and this baffles me. In this war with militant Islam, the very survival of our nation is at stake. We will never prevail in the war if political correctness dictates that those who wish to destroy us can not be profiled.

Apparently your organization's "random" security program has done nothing but harass innocent Americans. I enclosed three documents to help illustrate my point: two recent Wall Street Journal articles and a column posted on World Net Daily, (www.worldnetdaily.com) by Barbara Simpson.

Please address the following questions in a return correspondence:

- Why were we on a "list" at Sacramento International Airport?
- Who compiled the list?
- What was the nature of this list?
- Why were we profiled?
- Are we still on a watch list that will follow us about the country from this time forward?
- Why was the checked-bag search (at Sacramento) not done while we were waiting for the verification agent to arrive and do his job?

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- Why were we given incorrect information about by the verification agent regarding the watch list? He advised us to check with the FBI. The results of my FBI inquiry are detailed above.
- We are both extremely leery over the prospect of flying in the future. Are we going to be followed forever by this black cloud?
- Did we really deserve that much of your valuable time and attention?
- What is your organization going to do to eliminate this type of harassment of citizens so that the focus can be placed on that element of the population from which the threat really exists?

Sincerely,

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[REDACTED]

Enclosures (3)

cc: John T. Doolittle, California-4th
2410 Rayburn HOB
Washington, D.C. 20515-0504

Alaska Airlines
P.O. Box 68900 - SEAZI
Seattle, WA 98168

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