

Congressional Briefing: TSA - Failure By The Numbers

Supplemental Information

Submitted by

National Association of Airline Passengers

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NATIONAL ASSOCIATION OF AIRLINE PASSENGERS

About The National Association of Airline Passengers

The National Association of Airline Passengers is a national, nonpartisan, nonprofit organization dedicated to preserving and protecting the public's right to fly.

Our goals are:

- Protecting Passengers from abusive TSA policies and personnel
- Wider seats and more legroom for all passengers
- Improved policies for lost and damaged luggage
- Reform airline fee policies

We believe that flying is a right - under the Constitution, Statute, and under contract law. Government should protect that right - not obstruct it.

Secondly, we believe that security screening can be performed without compromising passengers' privacy, dignity, or safety.

Finally, we believe no ticketed passenger should ever have to worry about being assaulted, abused, robbed, humiliated or punished by the very security personnel who are supposed to protect the traveling public.

We believe the TSA Act needs to be amended:

- to protect passengers from misconduct by TSA employees,
- to provide for prompt, courteous redress of grievances,
- to prohibit "enhanced" pat downs,
- to prohibit the forced use of body scanners,
- to punish malfeasance by TSA employees, and
- to retain metal detectors as the primary means of screening.

We believe States should regulate the occupation of Passenger and Baggage Screener, and require all those who screen passengers at airports to be:

- Licensed by the State in which they operate,
- Required to post a Fidelity Bond against theft of passengers' property,
- Insured against damage to passengers' property,
- Subject to state license review by a civilian review board whenever a complaint is made by a passenger.

Baggage X-rays and Body Scanners:

An Airport Health Hazard

TSA began deploying Advanced Imaging Technology (AIT) Machines, popularly referred to as “Body Scanners” in 2007. This technology purportedly can detect a wide range of threats to transportation security. Unfortunately, it now appears that these machines cannot be relied upon to detect threats to aviation safety that were once easily detected by less expensive Walk Through Metal Detectors (WTMD).

In addition, there are serious concerns about safety of these machines, especially for women and children. TSA has represented this technology to be safe, but it has resisted all efforts to independently test these machines. However, Dr. David Brenner of Columbia University noted in his presentation and in subsequent media interviews, the devices currently in use and proposed for wider deployment this year currently deliver to the scalp “20 times the average dose that is typically quoted by TSA and throughout the industry.”

Moreover, TSA employees who operate and maintain these machines are not trained or licensed in accordance with state and national standards. In some instances TSA employees have been forced to operate these machines without any training at all.

Finally, even though TSA claims to have implemented strict measures to protect passenger privacy and misuse of the images created by these machines, it now appears that TSA employees have used these machines for lewd and lascivious purposes, rather than security.

Currently, there are approximately 700 imaging technology units at more than 180 airports.

While Advanced Imaging Technology is new, radiation safety is not. Most, if not all states license the use of Radiological devices, such as X-Ray equipment to protect the public, radiation workers, and the environment.

This is done by a state agency responsible for providing public health functions associated with administering a radiation control program. This includes:

- licensing of radioactive materials,
- registration of X-ray-producing machines,
- certification of medical and industrial X-ray and radioactive material users,
- inspection of facilities using radiation,
- investigation of radiation incidents, and
- Surveillance of radioactive contamination in the environment.

In a traditional (normal) medical setting, these machines are:

- Regularly inspected by a **state inspector**,
- Certified to be calibrated correctly, and
- Operated only by licensed and certified technicians.

Congressional Briefing: TSA - Failure By The Numbers

Furthermore, precautions are taken to protect patients and technicians alike when using x-ray machines:

- Patients use protective coverings on areas not being x-rayed.
- X-ray operators wear personal dosimeters.
- X-ray technicians operate x-ray machines from a shielded location not directly exposed to x-ray radiation

TSA screeners who operate X-ray equipment:

- Are not licensed or certified,
- Do not operate from a shielded location,
- Are directly exposed to radiation, and
- Do not wear personal dosimeters.

Furthermore:

- TSA equipment is not licensed or inspected by state authorities, and
- No protective coverings are used to protect either passengers or TSA staff.

Conclusion/Recommendation

The National Association of Airline Passengers believes that all baggage x-rays and body scanners should be operated in accordance with the highest standards of safety, and that they should be regularly inspected and independently tested on site by each state's department of Radiologic Health, (or equivalent). In addition, TSA employees who operate this equipment, and those who supervise its operation, should be licensed in accordance with state and national standards.

The National Association of Airline Passengers believes that regular, independent state inspection and licensing of all TSA baggage and passenger screening equipment and operators is essential to preserving the health and safety of passengers, TSA employees, and the general public.

In addition, we believe the public should be made aware immediately of the risks involved in submitting to x-ray scans of their person, through advisory notices of the following sort:

WARNING:

Exposure to radiation is hazardous to your health.

The ADVANCED IMAGING TECHNOLOGY (AIT) Scanners used at this screening facility employ radiation. They have not been inspected or tested by the Department of Health for safety to passengers, pilots, or aircrew. They have not been approved by the Commissioner of Health for operation in this state. The operators of these machines *have not* passed the required national examination approved by the Commissioner of Health for limited x-ray machine operators.

These scanners may be hazardous to your health. Use at your own risk.

Congressional Briefing: TSA - Failure By The Numbers

Do Body scanners and pat-downs enhance security?

"The failure rate (for imaging equipment) is classified but it would absolutely knock your socks off," Congressman John L. Mica of Florida, Chairman of the Transportation and Infrastructure Committee in the U.S. House of Representatives. told reporters. The number of times TSA pat-downs failed to detect contraband is also secret but, according to the chairman, is "off the charts."

TSA needs to move away from pat downs, except in cases of reasonable cause, and remember that their job is to protect passengers, not abuse them.

Parents, Children and the TSA Body Scanners

TSA or CPS - what is a parent to do?

State Child Protective Services laws (CPS) require parents to protect their children from harm.

Yet TSA wants you to subject your children to radiation from AIT scanners:

- That have not been inspected or tested by state inspectors,
- Are operated by unlicensed and uncertified operators,

According to the TSA, advanced imaging technology screening is safe for all passengers, including children, pregnant women, and individuals with medical implants.

But scientists say otherwise: "They say the risk is minimal, but statistically someone is going to get skin cancer from these X-rays," Dr Michael Love, who runs an X-ray lab at the department of biophysics and biophysical chemistry at Johns Hopkins University school of medicine, told AFP.

"No exposure to X-ray is considered beneficial. We know X-rays are hazardous but we have a situation at the airports where people are so eager to fly that they will risk their lives in this manner." (Dr. Michael Love, Johns Hopkins University School of Medicine)

Conclusion/Recommendation

The National Association of Airline Passengers believes no parent should ever endanger their child's life or health in body scanners under any circumstances.

Furthermore, we believe the leadership and management of TSA has acted with reckless disregard for the health and welfare of all passengers, flight crew, and TSA screeners as well by deploying these scanners in the airports of America, and by mandating their use as the primary screening device.

The National Association of Airline Passengers calls for the immediate removal of all body scanners from the Nation's airports, and a return to the walkthrough metal detector (WTMD) as the primary means of screening.

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The Original Body Scanner

Courtesy of [Whatreallyhappened.com](#)



The US Government insisted these scanners are safe (apparently without testing), but then this is the same government that insisted shoe-store fluoroscopes (seen above) were safe in the 1940s and 1950s.

The US Surgeon General actually created educational films promoting the use of these machines for proper foot health. Produced under the supervision of the US Surgeon General, this short film shows how to check the fit of shoes using the in-store x-ray machines which were common at the time. Then in the 1960s, shoe store salesmen started dying of cancer. Yet it still took the government until 1981 to remove all the fluoroscopes from US shoe stores.

Metal Detectors vs. Body Scanners

Body scanners and "enhanced pat-downs" are replacing metal detectors at airports around the country. Does this make sense?

	<u>Metal Detector</u>	<u>Body Scanner</u>
Base Price*:	<u>\$7,295</u>	<u>\$119,025</u>
Shipping:	Under \$ 200.	\$3,105
Shipping Weight:	165 lbs.	1097 lbs.
Power Consumption:	100 Watts	1380 Watts
Dimensions:		
Width:	3 ft	6.6 ft
Depth:	2 ff	8.8 ft
Height:	87 inches	80 inches
Technology	Passive	Active X-ray
Human Factor	Not Applicable	Operator dependent

*Base price before discounts. Metal Detector Archways vary in price from \$ 1,208 to \$ 7,762, depending on the manufacturer. Prices shown above are from the same manufacturer.

Scanners and pat-downs are dependent on human beings, who can become bored, distracted, fatigued, inattentive or simply fail to notice something obvious, dangerous items.

Metal detectors do not get bored, tired, or irritated. They do not assault the passenger's body with radiation or produce images of questionable value. They have served well in the past. Why is the TSA moving away from proven technology?

TSA - Airport Security's Weakest Link

How well does the TSA protect Passengers in the USA?

Here are some examples:

TSA Aids Terrorists, Publishes Manual Online

"This is an appalling and astounding breach of security that terrorists could easily exploit," said Clark Kent Ervin, the former inspector general at the Department of Homeland Security. "The TSA should immediately convene an internal investigation and discipline those responsible."

TSA Loses 100,000 Employee Records

TSA Loses over 3700 Badges and Uniforms

Over 25,000 Airport Security Breaches Since 2001

TSA claims "Airports today are safer than ever before..."

TSA screeners Fail Most Bomb Tests

TSA worker Damages Nine Planes At O'Hare

TSA Workers Steal from Passengers

If TSA workers steal from the people they are supposed to be protecting, how can they be trusted to keep the nation safe from terrorism?

TSA supervisor ran theft ring at airport

Prosecutors say the agents would single out their targets for secondary security screenings, "during which time they would pocket cash found in their carry-on bags," the New York Daily News writes.

TSA workers Caught On Tape Using Drugs

"Here at LAX we're ahead of the curve on security measures."

TSA workers caught in drug smuggling sting

TSA airport screener charged with distributing child pornography

Airport cop and TSA worker accused of stealing pizza and punching clerk

TSA worker allegedly abducts woman from airport, then assaults her

TSA agent in uniform flashes badge, assaults woman in residential area

Congressional Briefing: TSA - Failure By The Numbers

AND LAST, BUT NOT LEAST (Which is worse?)

TSA agents paid "to look the other way"

or

TSA not screening screeners

or

TSA grants waivers to criminals and illegal aliens

The Transportation Worker Identification Credential (TWIC) allows unescorted access to secure areas of facilities and vessels at the nation's ports.

Applicants convicted of murder, regardless of when it occurred, can apply for a waiver. The administration also can grant waivers to applicants convicted within the last seven years of extortion, fraud, bribery, smuggling, immigration violations, drugs, kidnapping, robbery and rape or aggravated sexual abuse.

Since 2002 the administration the granted 511 waivers for criminal convictions, and 394 waivers of immigration eligibility in Texas alone.

The TSA is supposed to protect us from Terrorism.

Who protects passengers from TSA?

Congressional Briefing: TSA - Failure By The Numbers

The "Enhanced" Pat-Down:

Sexual Assault at the Airport

The TSA has begun using an "enhanced" pat-down procedure for those who would rather not subject themselves to a full-body scan.

"To call it a pat-down is a euphemism," said a spokesman for the ACLU in Massachusetts. Previously, TSA screeners were required to use the back of their hands when searching sensitive regions. ***The enhanced pat-down rules allow them to use their palms and fingers to feel, twist, squeeze, and prod passengers.***

Color of Law Abuses

"... It's a federal crime for anyone acting under "color of law" willfully to deprive or conspire to deprive a person of a right protected by the Constitution or U.S. law. "Color of law" simply means that the person is using authority given to him or her by a local, state, or federal government agency."

"Sexual assaults by officials acting under color of law can happen in jails, during traffic stops, or in other settings where officials might use their position of authority to coerce an individual into sexual compliance. The compliance is generally gained because of a threat of an official action against the person if he or she doesn't comply."

TSA: Ignorance is no excuse:

The TSA knows, or should know, how federal and state law defines sexual assault.

The TSA knows, or should know, that all States have laws protecting children from physical and sexual molestation by strangers, and these laws require parents to protect their children from harm.

Nevertheless it has implemented an "enhanced pat down procedure" that would be regarded as sexual assault in most, if not all, jurisdictions.

What is Sexual assault?

- Any forcible sexual activity that occurs without the victim's consent.
- A way for the perpetrator to exert power and control,

Note: Sexual assaults can occur between a male and female, male and male, or female and female.

Conclusions/Recommendations

The National Association of Airline Passengers believes no passenger should ever be subjected to physical assault or pat-down by TSA screeners. Pat-downs should only be performed by properly trained law enforcement personnel, and only in cases of probable cause.

Proposed Legislation

Passenger Screening

§ 44901. Screening passengers and property

(a) **In General.** The Under Secretary of Transportation for Security shall provide for the screening of all passengers and property, including United States mail, cargo, carry-on and checked baggage, and other articles, that will be carried aboard a passenger aircraft operated by an air carrier or foreign air carrier in air transportation or intrastate air transportation. In the case of flights and flight segments originating in the United States, the screening shall take place before boarding and shall be carried out by a Federal Government employee (as defined in section 2105 of title 5, United States Code), except as otherwise provided in section 44919 or 44920 and except for identifying passengers and baggage for screening under the CAPPS and known shipper programs and conducting positive bag-match programs.

PROPOSED ADDITION/CHANGE

(1) In general. -- Screening shall be performed in a reasonable, consistent and uniform manner at all domestic airports.

(2) Passengers shall at all times be entitled to a reasonable expectation of privacy in their persons, papers and effects during the screening process. No passenger shall be required to divulge personal financial information, electronic data or computer passwords as part of the screening process.

(3) Screening of a passenger's person shall be limited to non-intrusive methods, such as walk through metal detectors and metal detecting wands, except in cases of probable cause. No passenger shall be required to submit to physical search or radiological scan as a condition of boarding a flight for which he/she possesses a valid boarding pass.

Congressional Briefing: TSA - Failure By The Numbers

§ 44935. Employment standards and training

(f) Employment Standards for Screening Personnel.

(1) Screener requirements. - Notwithstanding any provision of law, an individual may not be deployed as a security screener unless that individual meets the following requirements:

(A) The individual shall possess a high school diploma, a general equivalency diploma, or experience that the Under Secretary has determined to be sufficient for the individual to perform the duties of the position.

(B) The individual shall possess basic aptitudes and physical abilities, including color perception, visual and aural acuity, physical coordination, and motor skills, to the following standards:

(i) Screeners operating screening equipment shall be able to distinguish on the screening equipment monitor the appropriate imaging standard specified by the Under Secretary.

(ii) Screeners operating any screening equipment shall be able to distinguish each color displayed on every type of screening equipment and explain what each color signifies.

(iii) Screeners shall be able to hear and respond to the spoken voice and to audible alarms generated by screening equipment in an active checkpoint environment.

(iv) Screeners performing physical searches or other related operations shall be able to efficiently and thoroughly manipulate and handle such baggage, containers, and other objects subject to security processing.

(v) Screeners who perform pat-downs or hand-held metal detector searches of individuals shall have sufficient dexterity and capability to thoroughly conduct those procedures over an individual's entire body.

(C) The individual shall be able to read, speak, and write English well enough to -

(i) carry out written and oral instructions regarding the proper performance of screening duties;

(ii) read English language identification media, credentials, airline tickets, and labels on items normally encountered in the screening process;

(iii) provide direction to and understand and answer questions from English-speaking individuals undergoing screening; and

(iv) write incident reports and statements and log entries into security records in the English language.

(D) The individual shall have satisfactorily completed all initial, recurrent, and appropriate specialized training required by the security program, except as provided in paragraph (3).

Proposed Addition/Change:

(E) The individual shall be licensed to perform passenger screening duties under all applicable State and local statutes and ordinances.

(F) The individual shall obtain and maintain in force a fidelity bond of no less than one million dollars, against theft of passenger property.

(G) The individual shall obtain and maintain in force insurance coverage in the amount of one hundred thousand dollars against damage to aircraft, airport and passengers property.

Congressional Briefing: TSA - Failure By The Numbers

§ 44935. Employment standards and training (cont)

(g) Training.—

(1) Use of other agencies.— The Under Secretary may enter into a memorandum of understanding or other arrangement with any other Federal agency or department with appropriate law enforcement responsibilities, to provide personnel, resources, or other forms of assistance in the training of security screening personnel.

(2) Training plan. — Within 60 days after the date of enactment of the Aviation and Transportation Security Act, the Under Secretary shall develop a plan for the training of security screening personnel. The plan shall require, at a minimum, that a security screener—

- (A) Has completed 40 hours of classroom instruction or successfully completed a program that the Under Secretary determines will train individuals to a level of proficiency equivalent to the level that would be achieved by such classroom instruction;
- (B) Has completed 60 hours of on-the-job instructions; and
- (C) Has successfully completed an on-the-job training examination prescribed by the Under Secretary.

(3) Equipment-specific training. — An individual employed as a security screener may not use any security screening device or equipment in the scope of that individual's employment unless the individual has been trained on that device or equipment and has successfully completed a test on the use of the device or equipment.

Proposed Addition/Change:

(4) X-ray Equipment-specific training.— An individual employed as a security screener may not operate any X-ray equipment or Advanced Imaging Technology (AIT) screening devices in the scope of that individual's employment unless--

- (A) The individual has been trained on that device or equipment and has successfully completed a test on the use of the device or equipment.***
- (B) The individual shall be licensed under all applicable State and local statutes for limited x-ray machine operators.***
- (C) The individual has passed a national examination for limited x-ray machine operators that meets the requirements of paragraph (D) and is approved by the Under Secretary.***
- (D) The Under Secretary shall establish criteria for the approval of examinations based on national standards, such as the examination in radiography from the American Registry of Radiologic Technologists, the examination for limited scope of practice in radiography from the American Registry of Radiologic Technologists for limited x-ray machine operators, and the American Registry of Chiropractic Radiography Technologists for limited radiography in spines and extremities; or equivalent examinations approved by other states.***

Congressional Briefing: TSA - Failure By The Numbers

§ 46503. Interference with security screening personnel

“An individual in an area within a commercial service airport in the United States who, by assaulting a Federal, airport, or air carrier employee who has security duties within the airport, interferes with the performance of the duties of the employee or lessens the ability of the employee to perform those duties, shall be fined under title 18, imprisoned for not more than 10 years, or both.

Proposed addition/change:

Notwithstanding the above, no penalty of any kind shall be assessed or levied against any ticketed passenger who responds in self defense to any improper or unlawful action by Federal, airport, or air carrier employee who has security duties with the airport.

Improper or Unlawful actions by Federal, airport, or air carrier employees who have security duties within the airport shall include, but not be limited to: threats, physical intimidation, physical or sexual assault, abduction, theft of ticketed passengers property, willful delay or hindrance without cause, reckless endangerment, solicitation or other lewd and lascivious behavior; or malicious behavior of any kind.

§ 114. TRANSPORTATION SECURITY ADMINISTRATION

(f) Additional Duties and Powers. — In addition to carrying out the functions specified in subsections (d) and (e), the Under Secretary shall—

- (1) receive, assess, and distribute intelligence information related to transportation security;
- (2) assess threats to transportation;
- (3) develop policies, strategies, and plans for dealing with threats to transportation security;
- (4) make other plans related to transportation security, including coordinating countermeasures with appropriate departments, agencies, and instrumentalities of the United States Government;
- (5) serve as the primary liaison for transportation security to the intelligence and law enforcement communities;
- (6) on a day-to-day basis, manage and provide operational guidance to the field security resources of the Administration, including Federal Security Managers as provided by section 44933;
- (7) enforce security-related regulations and requirements;
- (8) identify and undertake research and development activities necessary to enhance transportation security;
- (9) inspect, maintain, and test security facilities, equipment, and systems;
- (10) ensure the adequacy of security measures for the transportation of cargo;
- (11) oversee the implementation, and ensure the adequacy, of security measures at airports and other transportation facilities;
- (12) require background checks for airport security screening personnel, individuals with access to secure areas of airports, and other transportation security personnel;
- (13) work in conjunction with the Administrator of the Federal Aviation Administration with respect to any actions or activities that may affect aviation safety or air carrier operations;
- (14) work with the International Civil Aviation Organization and appropriate aeronautic authorities of foreign governments under section 44907 to address security concerns on passenger flights by foreign air carriers in foreign air transportation; and
- (15) carry out such other duties, and exercise such other powers, relating to transportation security as the Under Secretary considers appropriate, to the extent authorized by law.

Proposed Addition/Change:

(16) Comply with all applicable state and local laws relating to occupational and professional regulation of security screening personnel.

(17) Comply with all applicable state and local laws relating to the registration, operation, inspection, and maintenance of x-ray equipment.

§ 44938. Reports

(a) Transportation Security. - Not later than March 31 of each year, the Secretary of Transportation shall submit to Congress a report on transportation security with recommendations the Secretary considers appropriate.

The report shall be prepared in conjunction with the biennial report the Under Secretary of Transportation for Security submits under subsection (b) of this section in each year the Under Secretary submits the biennial report, but may not duplicate the information submitted under subsection (b) or section 44907(a)(3) of this title.

The Secretary may submit the report in classified and unclassified parts.

The report shall include -

- (1) an assessment of trends and developments in terrorist activities, methods, and other threats to transportation;
- (2) an evaluation of deployment of explosive detection devices;
- (3) recommendations for research, engineering, and development activities related to transportation security, except research engineering and development activities related to aviation security to the extent those activities are covered by the national aviation research plan required under section 44501(c) of this title;
- (4) identification and evaluation of cooperative efforts with other departments, agencies, and instrumentalities of the United States Government;
- (5) an evaluation of cooperation with foreign transportation and security authorities;
- (6) the status of the extent to which the recommendations of the President's Commission on Aviation Security and Terrorism have been carried out and the reasons for any delay in carrying out those recommendations;
- (7) a summary of the activities of the Director of Intelligence and Security in the 12-month period ending on the date of the report;
- (8) financial and staffing requirements of the Director;
- (9) an assessment of financial and staffing requirements, and attainment of existing staffing goals, for carrying out duties and powers of the Under Secretary related to security; and
- (10) appropriate legislative and regulatory recommendations.

§ 44938. Reports (cont)

Proposed Addition/Change

(11) The total number of work related complaints filed against employees of the Transportation Security Administration, including the number of complaints for:

(A) Property Damage, including the total number of claims paid, and the total amount paid.

(B) Incidents of alleged physical and/or sexual assault by airport screeners and other airport security personnel,

(C) Other alleged misconduct by airport security personnel, including law enforcement officers and marshals.

(D) The number of employees discharged for theft, assault, or other misconduct.

(E) The number of employees disciplined for misconduct by state licensing boards.

Congressional Briefing: TSA - Failure By The Numbers

Proposed Bill of Rights for Passengers

Ticketed Passengers should not be treated like criminals by Airport Security Personnel. Here are some of our recommendations to restore a proper balance between the rights of the passenger and the duties of the TSA

- Passengers shall at all times have the right to make audio and video recordings of their dealings with TSA personnel.
- Passengers shall at all times be entitled to a reasonable expectation of privacy in their persons, papers, and effects.
- Passengers shall have the option of being screened by metal detector archways and by metal detecting wands at all times. Such equipment shall be maintained in good order and shall not be turned off for the purpose of encouraging the use of body scanning technology.
- ***No passenger shall be required to be scanned by body scanning equipment, or physically patted down, as a condition of boarding an aircraft for which they have a valid boarding pass.***
- No passenger who shall opt out of one form of such screening shall be subjected to any greater screening than other any other passenger, without probable cause. Opting out shall not constitute probable cause.
- All passengers shall have the right to refuse any unreasonable search. **An unreasonable search is any search which requires physical contact of the passenger's body by TSA personnel.**
- In the event of probable cause, the passenger shall be informed of the nature of the probable cause, the area of his person or item to be searched, the method(s) of search, and what is being sought.
- Any passenger whom the TSA desires to physically search shall at all times have the option of consenting to or refusing such a search.

Congressional Briefing: TSA - Failure By The Numbers

Proposed Bill of Rights for Passengers (cont)

- In the event a passenger consents to physical search due to probable cause, the search shall be performed in front of at least two witnesses to be chosen by the passenger being searched, and,
- When any passenger consents to a physical search due to probable cause, the passenger may stop the search at any time if, in his/her sole discretion, the search is being done in a lewd manner or for an improper purpose.
- In this event, the passenger shall file a complaint immediately with the security manager. The manager shall diligently inquire into the matter, and shall offer to the passenger the option of a different screener or, if the passenger so desires, the option of leaving the secure area of the airport, and returning at a later time.
- In the event a passenger refuses a physical search due to reasonable cause, or chooses to stop a search for any reason, he/she shall be free to leave the secure area, without delay or hindrance, and without prejudice, but shall be free to remain in the public area of the airport, in the same manner as other patrons of the airport.
- Any passenger who has left the secure area of the airport, for any reason, including refusal of physical search, may reenter the secure area, without prejudice, and begin the screening process anew.

Proposed Code of Ethics for Airport Security Personnel

CONDUCT TOWARD PASSENGERS

- Passenger screening is to be performed for the sole purpose of protecting the safety and security of the aircraft, its passengers and crew.
- Passengers shall at all times be entitled to a reasonable expectation of privacy in their persons, papers, and effects.
- No security employee shall behave in a disrespectful manner toward any ticketed passenger.
- No security employee shall speak to a passenger in a lewd or improper manner, or insult or attempt to humiliate a passenger in any way.
- No security employee shall make any threat or attempt to extort money, property, sexual favors, or any other item from a passenger as a condition of security screening.
- No security employee shall attempt to unreasonably delay or prevent any passenger from boarding a flight for which he or she has a valid boarding pass without probable cause.
- No security employee shall select for additional screening any passenger for the purpose of physical or sexual assault, or for any other lewd or unlawful purpose.
- No security employee shall pretend to find any illicit item(s) in a passenger's baggage or on the passenger's person as a prank or in an attempt to extort or gain advantage from a passenger.
- No security employee shall require a passenger to disrobe either in public or in private, for any purpose.
- No security employee shall touch, fondle, or squeeze an adult passengers groin, genitals, breasts and/or other private areas of a passengers body, under any circumstances.
- No security employee shall screen any minor child except in the presence of its parent or guardian, nor shall any security employee examine any child by means of touching any part of the child's body under any circumstances.
- No security employee shall lay hands on any passenger with the intent to disrobe or partially disrobe that passenger, for any purpose.
- No security employee shall sexually harass or assault a passenger, passenger's spouse, children or other family member under any circumstances.
- No security employee shall restrain or prevent a passenger from leaving the secure area prior to or during the screening process, for any reason.
- No security employee shall abduct or attempt to kidnap any passenger for any purpose.

Congressional Briefing: TSA - Failure By The Numbers

Proposed Code of Ethics for Airport Security Personnel (Continued)

- No security employee shall interfere with medically necessary equipment or prosthesis without probable cause and without proper understanding of how such items function.
- No security employee shall physically assault or restrain a passenger except in self defense. A passenger's reaction to a security employee's lewd or improper speech, conduct, physical or sexual assault, of his person, or that of his/her spouse, children, or other family member, or fellow traveler, shall not be considered grounds for any security employee to claim self defense.
- No security employee, supervisor, or manager shall retaliate in any way against a passenger for complaining about any security employees conduct; nor shall any civil penalty be levied or proposed against any passenger for complaining or criticizing security procedures and employees under any circumstances.

EXAMINATION OF BAGGAGE

- Passengers shall at all times be entitled to a reasonable expectation of privacy in their persons, papers, and effects.
- Examination of passengers' luggage shall be limited to a search only for those items that are a direct threat to the safe operation of the aircraft and the security of its passengers and crew.
- **No security employee shall examine any passenger's baggage in a meddlesome manner**, or presume to examine or copy any passenger's papers, credit cards, photographs, or electronic data for any purpose not directly related to the safe operation of the aircraft and the security of its passengers and crew.
- No security employee shall take or remove from a passenger's person or baggage any personal property, money, papers, jewelry, or equipment for his personal use or for any other unlawful purpose.
- No security employee shall secrete or attempt to secrete any item in a passenger's luggage, clothing or personal effects.
- No security employee shall make any copy of a passenger's credit cards or other documents.
- No security employee shall copy the contents of a passenger's laptop computer, cell phone, memory stick or other electronic device, for any purpose.
- No security employee shall ask or require any passenger to divulge the password for his computer or other electronic device.

Congressional Briefing: TSA - Failure By The Numbers

Proposed Code of Ethics for Airport Security Personnel (Continued)

COLLUSION, OBSTRUCTION OF JUSTICE

- No security employee shall collude with any other security employee to commit any of the above acts.
- No security employee shall collude with any other security employee to obstruct justice or commit perjury against a passenger.
- No security employee shall destroy or delete security video recordings in an attempt to conceal misconduct.

TERRORISM

- No security employee shall loan any person his uniform, identification, badge, or security keys for any purpose.
- No security employee shall collude with anyone in an attempt to hijack a commercial airliner for any purpose.
- No security employee shall collude with anyone in order to damage/destroy aircraft, or to kill or injure passengers and crew, for any purpose.