

these problems to the Oakland DHS / OIG office, but no Agents followed-up on my complaint.

Q: Who asked you to appear on the aforementioned television show?

A: Brock Meeks of MSNBC. I know him from 3 other stories I spoke to him about. I handed copies of these 3 articles to the investigators. They are: Air Marshal pulled from key flights, Brock Meeks, MSNBC, July 29, 2003; Air Marshals struggle with 'growing pains' by Brock Meeks, MSNBC, August 4, 2004; TSA in 'witch hunt,' air marshals say by Brock Meeks, MSNBC, August 11, 2003.

NBC Producers Tom Costello and Mario Garcia from New York, NY conducted my interview over a phone line.

I have never provided any documents of any nature to Meeks, Costello and Garcia.

For the August 4, 2003 article, I read Meeks word for word the six July 7, 2004 through August 4, 2003 e-mails (submitted to the investigators) that mandated Las Vegas FAMS to compose 1 Surveillance Detection Report (SDR). This policy was a violation of the law, gross waste of funds, abuse of authority and overall gross mismanagement that endangers public health and safety. Mandating intelligence reports can misdirect valuable resources and get many people hurt or killed. None of these e-mails were labeled having "Security Sensitive Information."

For the July 29, 2003 article, I informed Brock Meeks that all Las Vegas FAMS were sent a text message to their Government issued mobile phones that all RON (Remain Overnight) missions up to August 9 would be canceled. My supervisor told me that the Service ran out of funds for overtime, per diem, mileage and lodging.

It is FAM policy that Sensitive Security Information will not be broadcasted via text messages to our Service issued mobile phones.

Q: Are you aware of any procedures/policies/directives regarding media contact?

A: Yes - ADM 3700 (Para 17) which prohibits contact with the media.

Q: Have you ever released, in any form, be it verbal, written, or otherwise, sensitive, secure, or classified information to any unauthorized person or persons, group or groups, association or associations?

A: No, not to my knowledge.

Q: If you were to seek permission for a media interview who would you contact?

A: I assume it would be the FAMS Director or the Public Information Office.

Q: Who is your current supervisor?

A: Jim Murray (ATSAC)

Q: Have you ever had the following persons act as your supervisor in any capacity (ATSAC Marzigliano, ATSAC Plunkett, ATSAC Charles Maurer)?

A: Yes, I worked under the supervision of ATSAC Marzigliano for approx. 1 year, ATSAC Plunkett may have been Acting ATSAC when ATSAC Maurer was on extended leave he (Plunkett) replaced him temporarily. ATSAC Maurer supervised me for approx. six months just prior to my transfer to the LA Field Office.

Q: Who is LASFO Muriel Blackburn?

A: She is a civilian Operations officer assigned to the Las Vegas Field Office. She did not supervise me in any capacity. I've known her since mid November of 2001.

Q: Do you have anything else to add to your statement at this time?

A: Thomas D. Quinn, the Director of the Federal Air Marshal Service, and his executive staff are setting up commercial aviation for catastrophic failure by violating the law, gross waste of funds, abuse of authority and overall gross mismanagement that endangers public health and safety. Their checkpoint bypassing procedures, aircraft preboarding procedures, mandatory hotel policy, dress and grooming codes and their policy of divulging Sensitive Security Information to the media.

Thomas D. Quinn's executive staff:

Robert F. Beyers, Deputy Director
John Novak, Assistant Director
George Papantoniou, Assistant Director
Raymond M. Dineen, Assistant Director
Colleen Callahan, Assistant Director
Michael H. Weikert, Assistant Director
David Adams, SAC, Headquarters Public Information Office

Only the victims of the 9/11 attacks give me the strength and fortitude to accomplish my missions despite of the constant anxiety of having to counter a possible in-flight ambush made possible due to Director Quinn's deadly policies and gross mismanagement.

Regrettably, the following personnel continue to ignore Director Quinn and his executive staff's gross mismanagement:

Michael Chertoff, DHS Secretary
Richard L. Skinner, Acting DHS Inspector General
Randy Beardsworth, Acting Under Secretary for Border Transportation & Security
Michael J. Garcia, Assistant Secretary of ICE

These individuals must stop allowing Director Quinn and his executive staff to threaten national security and listen to the rational advice of ONE of the only true advocates of commercial aviation security: Federal Air Marshal Frank Terreri.

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Due to the fact that my chain of command, the DHS OIG and my Congressmen all ignored my complaints and would not follow them up with investigations, I have NO REGRETS or feel NO REMORSE for going to a credible and responsible media representative, Brock Meeks. Brock Meeks reporting these gross mismanagement issues has resulted in immediate and positive change in deadly FAMS policies.

The contents of this statement are true and correct to the best of my knowledge and belief.

Statement consists of 4 pages.

Subscribed and sworn to by



Before me this 4th day Of May 2005,



Thomas J. Rusevich
Senior Special Agent
Department of Homeland Security
Immigration & Customs Enforcement
Office of Professional Responsibility



James M. Gibbons
Resident Agent in Charge
Department of Homeland Security
Immigration & Customs Enforcement
Office of Professional Responsibility



**ADMINISTRATIVE INTERVIEW
NOTICE OF RIGHTS AND OBLIGATIONS**

Before we ask you any questions you must understand your responsibilities as an employee of the U.S. Department of Homeland Security, Federal Air Marshal Service.

This is a purely administrative inquiry. The purpose of this interview is to obtain your statement to questions concerning release of SST and unauthorised media as it relates to your official duties. appears.

You have a duty as an employee of the Federal Air Marshal Service to answer questions concerning the performance of your official duties. Your failure to answer questions posed to you, as they relate to your official duties, may cause you to be subjected to disciplinary action, including possible removal. Furnishing false information may result in criminal prosecution.

Any information or evidence you furnish in response to questions put to you during this interview, or any information or evidence, which is gained through your answers, may be used against you in administrative proceedings.

I have read the above advisement and understand its contents.

ROBERT MACLEAN _____ [Signature] 5/4/2005
Print Name Signature and Date

JAMES M. GIBSON _____ [Signature] 5/4/2005
Witness Name Signature and Date

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Exhibit 3

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Air Marshals pulled from key flights

By Brock N. Meeks, MSNBC

July 29, 2003, Despite renewed warnings about possible airline hijackings, the Transportation Security Administration has alerted federal air marshals that as of Friday they will no longer be covering cross-country or international flights, MSNBC.com has learned. The decision to drop coverage on flights that many experts consider to be at the highest risk of attack apparently stems from a policy decision to rework schedules so that air marshals don't have to incur the expense of staying overnight in hotels.

SEVERAL AIR marshals contacted by MSNBC.com Tuesday confirmed that they were alerted via text messages on their TSA-issued cell phones to check their schedules for changes.

"All overnights, starting from August first through the ninth, were canceled," an air marshal told MSNBC.com. "My [supervisor] told me overnights for all [field offices] were being canceled for an indefinite amount of time," said the air marshal, who requested anonymity. "The supervisors said they only had time to change schedules through the ninth."

Current flight schedules, which run through the end of July, Thursday, are staying intact, another air marshal told MSNBC.com.

Federal air marshals are armed undercover agents deployed on U.S. airlines and authorized to use deadly force to thwart a terrorist incident. Prior to Sept. 11, 2001, there were only a few dozen marshals who flew mainly on international flights. But after the Sept. 11, 2001, terror attacks, Congress authorized a huge increase in air marshals. From a pool of 250,000 applicants, a few thousand -- the exact number is classified -- were hired and given special advanced anti-terrorist training.

Several marshals told MSNBC.com that the program is suffering budget troubles and that the agency is looking to make cuts wherever it can. Recently, enrollment in upgraded training for air marshals, known as "Phase II," was suspended.

The TSA declined to comment on the details behind this week's schedule change. "The agency cannot comment on details of federal air marshal mission operations," said Brian Turmail, a TSA spokesman. However, "TSA remains committed to aviation security and will take all appropriate steps necessary to respond to credible threat information," he said.

As to the allegation that budgetary constraints were at the root of the pullbacks, Turmail said that all programs within the TSA are "subject to ongoing review." In addition, "TSA's current task is to balance the need to meet changing threats with the need to live within the agency's budget," he said. "The federal air marshal budget is under review to determine how best to meet these two objectives."

The move to pull air marshals from any flight requiring them to stay overnight is particularly disturbing to some because it coincides with a new high-level hijacking threat issued by the Department of Homeland Security. That warning memo says that "at least one of these attacks could be executed by the end of the summer," according to a source familiar with the document.

The DHS memo also warns that new intelligence indicates that hijackers this time may simply try to crash the planes rather than fly them. "Hijackers may attempt to use common items carried by travelers such as cameras modified as weapons," and hijackers "may try to calm passengers" by making them believe they are only being taken hostage and "not on a suicide mission."

"Al-Qaida planners have primarily considered suicide hijackings and bombings as the most promising method to destroy aircraft in flight as well as to strike ground targets," the memo says. "Attack venues may include the United Kingdom, Italy, Australia or the East Coast of the United States due to the relatively high concentration of government, military and economic targets," the memo warns.

The cancellation of overnight stays has been floating around the air marshal rumor mill for weeks, based on conversations MSNBC.com has had with various sources in the air marshal program.

When the reality hit, several air marshals voiced their disbelief that the cutbacks were coming now, in the wake of newly issued warnings.

"The fact that this is coinciding with the new airline threats, it just blows our minds," an air marshal said. "We can't cover [every flight] but at least put us on the high-threat planes, the ones traveling across the country," the air marshal said, noting that the four planes hijacked on Sept. 11 were all scheduled cross-country flights and therefore filled to capacity with aviation fuel. Not having air marshal coverage on those types of flights, "it's just plain scary," the air marshal said.

The air marshal program has been beset by a number of problems during its quick ramp-up from a few agents to thousands. MSNBC.com reported in June that more than 100 federal air marshals had been fired or stripped of their flight status for problems stemming from their security clearance background investigations. In addition, some air marshals were flying without having received their final security clearances, Transportation Security Administration sources said.

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Exhibit 4

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TSA in 'witch hunt,' air marshals say

Homeland Security denies knowledge of formal investigation
by Brock N. Meeks, *MSNBC*, 11 August 2003

WASHINGTON, Aug. 11 — The Transportation Security Administration is conducting a "witch hunt" to ferret out and discipline employees in the federal air marshal program who have talked to the media, several sources within the program told *MSNBC.com*. Some air marshals are even being threatened with having the USA Patriot Act, a law enacted to help fight terrorism, used against them. The Department of Homeland Security, which oversees the TSA, denies that any such investigation is taking place.

HOWEVER, A DEPARTMENT OF Homeland Security spokesman did acknowledge that an investigation is under way surrounding the circumstances involving a decision to pull air marshals from high risk flights in an attempt to save money at the cash strapped TSA, a story first reported in late July on *MSNBC.com*.

DHS is investigating "whether or not certain internal management decisions regarding federal air marshal scheduling were authorized," said Brian Roehrkasse, a department spokesman, "and if so, who may have authorized those."

Shortly after *MSNBC.com* reported that TSA was pulling air marshals from flights, based on information provided by sources within the air marshal program, an "investigative witch hunt was started," one air marshal who requested anonymity told *MSNBC.com*.

The air marshals work as undercover law enforcement officers aboard airlines; as such, they are often given access to classified mission information and therefore are made to sign documents pledging they will not divulge information to the media.

NO FORMAL PROBE

Roehrkasse said there has been no formal investigation aimed at uncovering persons within the air marshal program that might have leaked information to the media.

However, Roehrkasse did say DHS "will investigate any incidents" of employees disclosing what they know to be classified information. "Every government employee, including someone in the federal air marshal service, is prohibited by law from releasing sensitive classified information unless given express permission to do so," he said. And if an investigation found that that classified information was divulged outside the agency, it would be a violation of law and the person or persons "subject to arrest and prosecution," Roehrkasse said.

But some air marshals did speak to *MSNBC.com* about being pulled from high-risk flights because they believed that act alone hurt overall security.

The move on the part of air marshals to come forward drew a nod from Senate Democrats who blasted TSA for considering the move to pull air marshals from some flights simply because of budget woes.

"I want to thank the air marshals who came forward and told the truth about what was going on within their agency and bringing this issue into the spotlight," said Sen. Barbara Boxer, D-Calif., during a news conference, "because I believe that cutting air marshals was clearly in the mix of budgetary cuts being considered."

Flip-flop on air marshal schedules

One air marshal told *MSNBC.com* that his entire field office was given an oral briefing and told "that an investigation is under way" and that in order to help find people talking to the media, "the USA Patriot Act was going to be used" to pull home phone and Internet records. Several other air marshals *MSNBC.com* heard from told similar stories of an investigation under way; one additional air marshal also mentioned that his supervisor had mentioned the use of the Patriot Act.

"If these allegations are true, they show misplaced priorities," said Rep. Carolyn Maloney, D-N.Y., chair of the Democratic Task Force on Homeland Security. "They shouldn't be going after civil servants doing their patriotic duty; they should be going after whoever made the boneheaded decision and whoever approved it at the OMB."

CAN'T INVOKE PATRIOT ACT

By law, however, the TSA isn't allowed to invoke the Patriot Act. That law was developed to give broader surveillance and prosecutorial power to law enforcement agencies in order to better combat terrorism.

Threatening to use the Patriot Act "is not an act of law, it's an act of intimidation," said Steven Aftergood, who runs the Project on Government Secrecy for the Federation of American Scientists. "The politics of this are the agency is trying to regulate what kind of interaction its employees have with the media and the general public," Aftergood said. "That is something that raises questions of agency good faith."

And from here the next step is "for Congress to investigate the behavior of the agency because they are skirting, if they haven't crossed the boundary, of bad faith," Aftergood said.

That's exactly the thinking of Rep. Maloney; she sent letters to the chairmen of the House and Senate Judiciary committees and the chairman and ranking member of the House Select Committee on Homeland Security urging further action.

"[To] invoke, or threaten to invoke, the USA Patriot Act, a law meant to battle terrorism, to target patriotic employees seems to be not only illogical, but a misuse of the law as well," Maloney says in her letter to the Judiciary committee leaders. "I urge your committee to formally investigate the alleged misuse of the USA Patriot Act by DHS for its internal probe of employees."

In the letter to the House Homeland Security Committee, Maloney asks that there be an investigation to find out whether DHS is pursuing an investigation into leaks stemming from those in the Federal Air Marshal program to determine if resources are being misdirected.

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Exhibit 5

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Air marshals struggle with 'growing pains'**Autonomy of field offices creates bumpy ride for rank-and-file**

Federal air marshals are shown here performing tactical training inside a retired airliner. On the job, they must adhere to a dress code that some say makes them easily identifiable.

By Brock N. Meeks
Chief Washington correspondent
MSNBC
Aug. 4, 2004

WASHINGTON - Nearly three years after the government's dramatic resurrection of the moribund Federal Air Marshal Service in the aftermath of 9/11, the agency is hitting turbulence as it struggles with what one agency official called "growing pains."

A recent incident, as well as a new ad hoc policy directive, indicates that the ride could be getting bumpier for the high-profile agency before it gets better.

- The incident involved two federal air marshals from the Cleveland office who were recently stopped from boarding the plane they were assigned to protect because of a dispute with an air marshal supervisor regarding the agency's dress code standards, MSNBC.com has learned. The plane then took off without any air marshals aboard.

- The policy directive, which applies to air marshals only in certain parts of the country, requires the submittal of least one "surveillance detection report" (SDR) per month, MSNBC.com has learned. These reports are used by rank-and-file air marshals to detail and track suspicious activity and are then analyzed by intelligence experts looking for possible terrorist trends. A directive mandating the submission of these reports creates a "ticket quota" mentality, one air marshal supervisor told MSNBC.com. Worse, such a mandate encourages filing bogus intelligence reports. "I had nothing to report, so I filed a false report," an air marshal told MSNBC.com when questioned about the effect of the policy.

Two federal air marshals were stopped from boarding the plane they were assigned to protect because of a dispute with a supervisor regarding the agency's dress code standards.

Both of these instances reflect the wide latitude supervisors of the agency's 21 field offices are given when interpreting and implementing agency policy. The situations suggest that agency policies can vary greatly from one field office to another, putting rank-and-file air marshals at odds with supervisors.

The dress code issue is perhaps the most visible example of the disconnect between management and working air marshals.

Air marshals have been upset with the agency's dress code since it was officially instituted early in the agency's life. Rank-and-file marshals claim the "suit and tie" dress code makes them too conspicuous to other passengers and by extension, any terrorists who might be lurking.

Frank Terreri, president of the air marshal chapter of the Federal Law Enforcement Officers Association, called the dress code "deadly" in a letter last year to agency director Thomas Quinn and has lobbied him to modify it.

During a recent congressional hearing, Homeland Security Secretary Tom Ridge, when questioned on whether the dress code put marshals at risk, said the standards would be reviewed and changed if needed.

The agency declined to provide the exact language of its official dress code, citing operational security concerns. However, "there is flexibility [in the dress code] depending on what mission the [air marshal] is going to fly," said Dave Adams, a spokesman for the Air Marshal Service.

Adams declined, however, to comment specifically on the Cleveland dress code incident saying, "We do not discuss internal issues involving our personnel." However, Adams did say that the service "adheres to professional standards to instill confidence and respect to both passengers and crew, especially if an

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emergency arises at 30,000 feet."

The field office supervisors, "because of their vast experience as being senior managers within different [federal law enforcement] departments prior to [joining the air marshal service], do have some flexibility in their internal procedures or running their offices," Adams said.

Rogue policy?

The relative autonomy given to the field offices may have allowed some air marshal officials to overstep their authority by instituting an unauthorized intelligence reporting quota, MSNBC.com has learned.

"Beginning in July 2004, each FAM [federal air marshal] must prepare one SDR [surveillance detection report] per month," says an internal air marshal service e-mail obtained by MSNBC.com. "The object of this instruction is to make you more alert to your surroundings not to generate bogus reports. However, this is part of your performance appraisal and you must prepare one a month," the e-mail says. "There may come an occasion when you just don't see anything out of the ordinary for a month at a time, but I'm sure if you are looking for it, you'll see something." — Internal e-mail Federal Air Marshal Service

Another internal e-mail obtained by MSNBC.com addressing the same issue says: "There may come an occasion when you just don't see anything out of the ordinary for a month at a time, but I'm sure if you are looking for it, you'll see something."

Part of the air marshals' job is to file SDRs "any time they see anything of a suspicious nature," Adams said. "Obviously the federal air marshals are out there everyday in the aviation domain and who better than them to know what's out of the norm?" noted Adams.

When asked about the mandatory SDR filing policy noted in the internal e-mails, Adams said "there is no mandatory requirement that [air marshals] must send in an SDR once a month for any appraisal purposes," adding, "we want pertinent, valuable information sent in."

Growing room

Any disparity in policy among the various field offices should be chalked up to an agency that "is kind of like newly poured concrete," said one field office supervisor. "There just hasn't been enough time for the concrete to harden up."

This supervisor, who like others in this story spoke on the condition of anonymity, said the air marshal service is "still going through growing pains.... It's a matter of getting the agency built out," he said. "I think it's going to be the best place to work in federal law enforcement in a couple of years, to tell you the truth. And it will just take time for all these problems to sort out."

One of these long-standing problems within the agency has been a conspicuous lack of promotion of rank-and-file air marshals into supervisory positions. Until now.

"Applications are being vetted right now, and we anticipate, hopefully within the next 60 days, to announce some [promotions to] supervisory positions drawn from within the rank-and-file FAMs," Adams said.

Air marshals also are slowly expanding their roles in other areas of law enforcement, such as being assigned to work with various Joint Terrorism Task Forces, in which they work with other members of federal law enforcement on terrorism-related cases. In addition, the entire agency transferred from being under the control of the Transportation Security Agency into Immigrations and Customs Enforcement late last year.

"ICE offers the air marshal service multiple investigative resources, such as additional access to intelligence, better coordination with other law enforcement agencies, and broader training opportunities," said Michael Garcia, assistant secretary for the bureau, at the time of the move.

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Exhibit 6

14/10/05

Flip-flop on air marshal schedules

Air marshals will continue to fly on international, cross-U.S. trips

July 30 -- After MSNBC.com reported the new policy, the Transportation Security Administration said it would immediately begin scheduling air marshals back on cross-country and international flights. NBC's Pete Williams reports.

By Brock N. Meeks, MSNBC

WASHINGTON, July 30 — In an apparent reversal of policy, the Transportation Security Administration will immediately begin scheduling air marshals back on cross-country and international flights, MSNBC.com has learned. The move comes less than 24 hours after MSNBC.com reported that air marshals were being pulled from those flights because of budget problems associated with the costs of overnight lodging for the marshals.

THE DEPARTMENT of Homeland Security on Wednesday blamed the confusion on a mixup in communication and said the department had been working with air marshal officials on Monday to correct the situation.

"America should know that every air marshal that we have is being deployed, and additional resources are being directed to that very critical mission," Homeland Security Secretary Tom Ridge said Wednesday in a speech. Part of the plan to add resources includes a recall of 100 air marshals now doing other jobs with TSA, a spokesman for the said.

WashPost: New hijack warnings

The dropping of marshals from flights that many experts consider to be at the highest risk of attack came to light Tuesday when several air marshals contacted by MSNBC.com confirmed that they were alerted via a "text message" on their TSA-issued cell phones to check their schedules for changes.

The marshals found that, beginning Friday, they had not been scheduled for any flights that would require them to stay away from home overnight. That meant no air marshal coverage on international or cross-country flights, the very kind targeted in the Sept. 11, 2001, terrorist attacks.

Dems renew call for security funding

The move to pull marshals from those flights was particularly disturbing to some because it coincided with a new high-level hijacking threat issued by the Department of Homeland Security. That warning memo said that "at least one of these attacks could be executed by the end of the summer," according to a source familiar with the document.

The TSA, which houses the air marshal program, has been under severe budgetary constraints, forcing cutbacks in several areas, including laying off of federal airport screeners and the recently announced suspension of advanced Phase II training for its agents, sources told MSNBC.com. The move to cut out flights requiring air marshals to stay overnight stemmed from those same budget problems, MSNBC.com was told by an agency source.

Sen. Charles Schumer, D-N.Y., called the cuts "unseasonal" in a letter Wednesday to Secretary Ridge. Schumer's letter urges DHS to "immediately reverse reported plans to cut air marshal service on coast-to-coast and international flights ... in light of intelligence indicating that al-Qaida and other terrorist groups may have stepped up plans" to launch attacks on airlines.

Soft Target: airport security

Schumer's letter says that "according to statements by TSA officials, the "proposed cuts in the air marshal program come in response to a \$900 million budget hole at the agency."

What is 'homeland security'?

President Bush has given former Pennsylvania Gov. Tom Ridge the job of managing the government's efforts to deter and respond to terrorist attacks. "Homeland security" — protecting Americans on U.S. soil — is a complex mission requiring the coordinated work of dozens of federal, state and local agencies.

Federal air marshals are armed undercover agents deployed on U.S. airlines and authorized to use deadly force to thwart a terrorist incident. Prior to Sept. 11, 2001, there were only a few dozen marshals who flew mainly on international flights. But after the Sept. 11, 2001, terror attacks, Congress authorized a huge increase in air marshals. From a pool of 250,000 applicants, a few thousand — the exact number is classified — were hired and given special advanced anti-terrorist training.

The program has been beset by a number of problems during its quick ramp-up from a few agents to thousands. MSNBC.com reported in June that more than 100 federal air marshals had been fired or stripped of their flight status for problems stemming from their security clearance background investigations. In addition, some air marshals were flying without having received their final security clearances, Transportation Security Administration sources said.

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Exhibit 7

11/14/03

From: Maurer, Charles H.
Sent: Thu 08-Jul-04 8:13 AM
To: 25Squad5
Cc:
Subject: SDR

Beginning in July 2004 each FAM must prepare one SDR per month. The object of this instruction is to make you more alert to your surroundings not to generate bogus reports. However, this is part of your performance appraisal and you must prepare one a month.

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

From: Plunkett, John R.
Sent: Wed 7/7/2004 5:34 PM
To: 25Squad3; 25Squad9
Cc:
Subject: SDRs

As you all know, completing and submitting SDRs is an important aspect of our job and is considered when evaluating a FAM's performance for each Quarter. Obviously, some FAMs have taken more of an interest in this aspect of our intelligence program. I say this because a significant number of FAMs have never submitted one. I can only encourage you to keep vigilant when transiting airports, etc. and when you see something suspicious, please consider sending a SDR. It doesn't have to rise to the level of PC, but if it looks out of place or the least bit suspicious, submit one.

The SAC has asked that we discuss this aspect of our job with all FAMs and fully expects everyone to participate on a monthly basis. There may come an occasion when you just don't see anything out of the ordinary for a month at a time, but I'm sure that if you are looking for it, you'll see something. I think some FAMs are hesitant about submitting SDRs for fear of being questioned by headquarters or their respective ATSSAC. If it looks suspicious, but does not rise to the level of an interview, etc., send in a SDR.

John R. Plunkett
ATSAC, Las Vegas FAM Field Office
(702) 263-8756

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

From: Marzigliano, Michael S.
Sent: Wed 8/4/2004 1:28 PM
To: 25Squad7
Cc:
Subject: SDR Reports !!!

Guys,
As we discussed during squad meeting, there is a mandatory SDR (at least one) which should be done each month. Those of you that did not generate an SDR report for July 2004, I need a memorandum simply stating why. Keep it short and direct. Any questions call...

Mickey Marzigliano,
ATSAC Squad 7

[Handwritten initials]

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

From: Korniloff, Gregory
Sent: Wednesday, July 07, 2004 5:59 PM
To: Billy Williams; Charles Maurer; Craig Hamic; Douglas Hladky; John Plunkett; Michael Marzigliano; Roger Schofield
Subject: REMINDER - FAMs SDR REQUIREMENT

AS DISCUSSED DURING TODAY'S STAFF CONFERENCE, PLEASE REMIND YOUR SQUAD MEMBERS THAT EACH FAM IS NOW EXPECTED TO GENERATE AT LEAST ONE SDR PER MONTH.

GREGORY N. KORNILOFF
Assistant Special Agent-in-Charge
U.S. Immigration and Customs Enforcement
Federal Air Marshal Service
Las Vegas Field Office
OFF: 702-263-8756 (EXT: 562)
CELL: 702-523-1252
FAX: 702-263-0832
EMAIL: kornig01@secureskies.net

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

From: Williams, Billy J.
Sent: Thu 7/8/2004 11:24 AM
To: 25Squad6
Cc:
Subject: FW: REMINDER - FAMs SDR REQUIREMENT

Las Vegas FAMs continue to be last in the nation when it comes to generating SDRs. Some LAS FAMs seem to be doing all of the reporting, while others are offering nothing. Conducting surveillance and generating SDRs is a part of your performance agreement. SAC Knowlton has decided that every LAS FAM must generate at least one SDR every month.

Billy J. Williams
Assistant to the Special Agent in Charge
U.S. Immigration and Customs Enforcement
Federal Air Marshal Service
LAS-209
Office (702)263-8756
Cell (702)499-1781
PDA (702)335-4038

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

From: Hamic, Craig A.
Sent: Mon 7/12/2004 1:18 PM
To: 25Squad1; 25Squad10
Cc:
Subject: FW: REMINDER - FAMs SDR REQUIREMENT

DEAREST MEMBERS OF SQUAD -I AND SQUAD - 10,
ALL FAMs IN THE AFOREMENTIONED SQUADS ARE REMINDED AND EXPECTED TO GENERATE ONE SDR A MONTH. PLEASE BE REMINDED THAT SDR'S ARE ONE OF THE MANY CRITERIA YOU ARE BEING EVALUATED....THANK YOU FOR COMPLYING WITH THIS OFFICE ORDER. YOUR LOVING ATSAC, CRAIG....

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

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5-4-05

NEW YORK

Senator Hillary Rodham Clinton

STATEMENTS & RELEASES

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July 30, 2003

Senator Clinton Reiterates Call on TSA to Justify Security Cuts at Nation's Airports

Recent reports of threats to airlines make proposed cutbacks even more disturbing

Washington, DC - Today, Senator Hillary Rodham Clinton (NY), in a letter to Admiral James M. Loy, Administrator of the Transportation Security Administration, reiterated her calls on the Transportation Security Administration (TSA) to justify its decision to cutback on security personnel at the nation's airports. Additionally, Senator Clinton sent a letter to Secretary of Homeland Security Tom Ridge, expressing her concern that a loophole in U.S. immigration law may make it easier for terrorists to carry out their plans.

"At a time when news reports indicate that terrorists may again be plotting suicide missions to hijack commercial airliners on the East Coast, we should not be cutting airport screeners and law enforcement personnel at our nation's airports, and air marshals on our planes - we should be fighting them with every resource we have," said Senator Clinton. "We need to ensure that there are sufficient resources because we know that by having a strong defensive presence, we can actually deter terrorists from carrying out terrorists plots. I implore the TSA to reconsider the changes in the reduction of screeners and law enforcement personnel at our airports and air marshals in our planes. We need to be more vigilant, ever present, and prepared. The American people deserve no less."

Reports indicate that the Administration is planning to cut the number of screeners and law enforcement personnel at the nation's airports. There are also additional cuts proposed for the end of September. Some part-time screeners have been hired, but this is a half-measure and simply inconsistent with the nation's aviation security needs. Additional reports today indicate that the Federal Air Marshal Service has also cut training for Washington-area marshals and canceled critical flight missions because those missions would have required air marshals to spend the night at a hotel.

Further reports indicate that some airports, such as JFK, may have particular threat concerns because of the number of international passengers traveling to and connecting through those airports. Intelligence information indicates that terrorists were considering exploiting a visa loophole that would enable someone, without a U.S. visa, to take a flight from a country with less-stringent security to a US airport - as part of a layover - before taking a second connecting flight to the destination country.

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In May of this year, Senator Clinton wrote to TSA Administrator Admiral Loy asking why proposed cuts in the screener workforce at New York airports appeared to be disproportionate to cuts made at other airports around the country. Two weeks later, Senator Clinton wrote to Admiral Loy again after learning about plans to reduce the number of law enforcement personnel at key screening checkpoints at our nation's airports. In early June, Senator Clinton also wrote Secretary Ridge raising these same issues. While Senator Clinton has received a response from both Admiral Loy and Secretary Ridge, she is not satisfied that enough is being done to protect our nation's airports.

[A copy of Senator Clinton's letters to Admiral Loy and Secretary Ridge are attached]

July 30, 2003

Admiral James M. Loy Administrator, Transportation Security Administration 400 7th Street, SW Washington, D.C. 20590

Dear Admiral Loy,

Thank you for your letter of May 19, 2003, regarding the screener reduction process. In my original letter to you, I expressed concern that New York State is bearing such a disproportionate share of cuts in airport screeners. I also wrote to Secretary Ridge with similar concerns.

I am still quite unclear about the proposed screener cuts and how exactly they will affect New York State. Although your response was helpful, it did not address exactly why New York seemed to be losing a greater percentage of screeners than other states. I would appreciate an explanation as to why New York, which has a high risk of terrorist activity and several border crossings, would face disproportionate screener cuts.

I have reviewed the newer planned cuts for screeners in order to attempt to determine the impact on New York. However, I understand those numbers include cargo screeners, which obfuscates the severity of the overall cuts. It is unclear to me exactly what kind of cuts will be made, and exactly why those specific cuts will be made. I know that part-time screeners will be used in some cases, but it is unclear how many and where.

I am writing to you to request a detailed explanation of all of these things. I would like to know how many screeners of all types, cargo and passenger, part-time and full-time, are at all New York airports now and how many will be there when you have completed your cuts. I would like to know how these numbers compare to nationwide numbers, and if there is a difference, I would like an explanation for that difference. Finally, I would like to know the exact method used to determine where cuts were to be made. Thank you for your help in this matter.

Sincerely,

Hillary Rodham Clinton

July 30, 2003



The Honorable Tom Ridge Secretary United States Department of Homeland Security
Washington, D.C. 20528

Dear Mr. Secretary:

I am writing to express my concern about recent intelligence information reported in the press indicating that there are specific terrorist plots on the East Coast involving United States passenger airlines, and that a loophole in U.S. immigration law may make it easier for terrorists to act.

Specifically, I understand that intelligence information indicates that terrorists were considering exploiting a loophole in U.S. immigration law that would enable someone, without a U.S. visa, to take a flight from a country with less-stringent security to a U.S. airport and possibly roam that U.S. airport during a layover before taking a second connecting flight to the destination country. For this reason, a number of major international airports based in the U.S., including New York's John F. Kennedy airport, may have particular threat concerns because of the number of international passengers traveling to, and connecting through, those airports.

It was also reported that while some airports require passengers without U.S. visas to remain in a secured area during a layover, it is extremely discomfoting knowing that this is the most security that could be imposed on a possible terrorist. I would appreciate knowing at your earliest convenience what measures are being taken to address this issue and to improve security measures at our nation's airports.

I also want to reiterate my extreme concern with the Transportation Security Administration (TSA) proposal, in the face of these serious threats, to cut the number of air marshals by canceling critical flight missions because those missions would have required air marshals to spend the night at a hotel. I understand that the TSA and the Department of Homeland Security have reconsidered this position. I hope that as long as our nation continues to face the threat of terrorism here at home - particularly when there is intelligence indicating specific threats - that the Department will do its utmost to provide the strongest aviation security possible.

Thank you for your attention to this urgent matter. I look forward to receiving your response.

Sincerely yours,

Hillary Rodham Clinton

CC: Anthony Coscia Chairman Port Authority of New York and New Jersey

Joseph Seymour Executive Director Port Authority of New York and New Jersey

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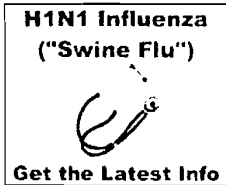
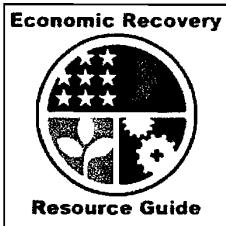
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Newsroom: Press Releases

Press Release of Senator Lautenberg

Lautenberg Furious Over Initial Plan by Bush to Slash Federal Air Marshals, Shocked That Budget Cuts to Homeland Security Occurring as New Al Qaeda Threats Emerge

Wednesday, July 30, 2003

Washington, D.C. – Senator Frank R. Lautenberg today lashed out at the President for his latest plan to weaken nation's homeland security by slashing federal funding for Air Marshall Service on commercial airliners at the exact time Al Qaeda has issued new threats to use planes as weapons of terror.

"You have to ask yourself: What are they thinking? First, the Administration issues an alarming statement that puts fear into the public, then they want to scale back security on airplanes. Does the left arm know what the right arm is doing over at the Department of Homeland Security?" said Lautenberg.

In a letter sent to the President today, Lautenberg and several of his colleagues expressed alarm over reports that his Administration has decided to remove air marshals from a number of critical cross country flights. The following is an excerpt from the letter.

"This decision by your Administration is especially shocking given the alert issued to the airlines this week warning of impending potential hijackings by terrorists. In fact, in a statement released by the Department of Homeland Security (DHS) yesterday, in an attempt to calm the public, DHS specifically credits "air marshals" as a critical component of increased airline security."

During a press conference just this morning, President Bush said the following to a question on the latest reports of new Al Qaeda threats. "We do know that Al Qaida tends to use the methodologies that worked in the past. That's, kind of, their mindset. And we've got some data that indicates that they would like to use flights -- international flights, for example." – President George W. Bush, Rose Garden news conference, July 30, 2003

"We made a pledge to the American people: that we will put homeland security first. But the Administration is putting tax cuts for the wealthy ahead of protecting everyday American families," said Lautenberg.

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Officials deny cuts to air marshal program

By Mimi Hall and Blake Morrison, USA TODAY

WASHINGTON — Department of Homeland Security officials denied Wednesday that there were any plans to cut back on in-flight air marshals and sought to defuse sharp criticism by promising new money for the security program.

The controversy emerged as the Transportation Security Administration faces a \$900 million budget shortfall and has asked Congress for approval to cut \$104 million from the marshal program to help offset that gap.

News reports Wednesday about a memo sent to marshals last week informing them that schedules would be changed to cut costs for the cash-strapped TSA sparked outrage in Congress.

"While it seems they are quickly walking back this illogical decision, my question is, who made this boneheaded decision in the first place?" asked Rep. Carolyn Maloney, D-N.Y.

The reported cutbacks surfaced even as the Homeland Security Department on Saturday issued a warning to airlines about a possible suicide hijacking plot involving five-man terrorist teams who might try to seize control of planes and fly them into government, military or economic targets.

A source in the Federal Air Marshal program said the program's operations center in Atlantic City notified regional offices late last week of the need to restrict air marshal travel. "They said we ran out of money," said the source, who requested anonymity for fear of reprisal. The source said the operations center reissued air marshal schedules on Monday to reflect the restricted schedules.

"Given the potential fallout of another attack that intelligence reports suggest is on the way, it is incredible that the TSA would consider reducing the air marshal presence on these flights simply to save the cost of an overnight hotel room," said Sen. Charles Schumer, D-N.Y.

Homeland Security spokesman Brian Roehrkasse, however, said there never were plans to cut back on air marshals while the airline warning is in effect.

"Recent internal e-mail traffic reported in the press is not accurate and does not reflect the administration's continued commitment to the vital mission of the air marshal program," he said.

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Roehrkasse said no marshals will be cut while the new warning remains in place and some marshals will be moved around to be placed on flights considered to be more vulnerable to attack.

Amid the controversy, Homeland Security Secretary Tom Ridge said Wednesday that "Americans should know that every available air marshal is being deployed and additional resources are being directed to this critical program."

On Wednesday, President Bush told reporters there is a "real threat" that al-Qaeda will try to use commercial aircraft to carry out another terrorist plot.

Find this article at:

<http://www.usatoday.com/travel/news/2003/07/30-air-marshals.htm>

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Press Release

Contact: Afshin Mohamadi
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For Immediate Release

August 11, 2003

DHS FIGHTING AIR MARSHALS INSTEAD OF TERRORISTS

Task Force Chair calls for Congressional investigations following latest startling report about "witch hunt" in air marshals program

Homeland Security Committee asked to investigate internal probe;
Judiciary asked to look into misuse of Patriot Act

WASHINGTON, DC - According to a news report today, the Department of Homeland Security (DHS) has turned on some of its most vital employees by conducting a "witch hunt" of Federal Air Marshals (FAMs) to determine the source of previous news reports that FAMs would be cut from flights to save on hotels. Today's report is the latest eye-opening story about the internal management of the FAM program and has raised new questions about whether the Transportation Security Administration (TSA) is more concerned with internal politics than it is with properly securing America's airliners. In response to today's report, Rep. Carolyn Maloney (NY-14), Chair of the Democratic Task Force on Homeland Security, called on her colleagues to investigate the internal TSA probe and the agency's reported threat to use the USA Patriot Act on its own employees.

In separate letters, Maloney asked the Chairmen and Ranking Members of the Senate and House Judiciary Committees to investigate the Patriot Act issue, and she asked the Chairman and Ranking Member of the Select Committee on Homeland Security to investigate the so-called "witch hunt."

"They're targeting the wrong people," said Maloney. "They should be exhausting their resources zeroing in on terrorists, not patriots."

"I applaud and support the patriotic civil servants who have helped keep air travelers safe. It is appalling that the agency would turn on its own patriotic employees in this misguided game of 'gotcha.' It is even more disturbing that they would threaten to use a law meant to get terrorists to nab their own civil servants who were doing their duty."

MSNBC.com, in a story titled, "TSA in 'witch hunt,' air marshals say," reported that since initial reports two weeks ago that TSA was prepared to pull air marshals from flights to save on hotels, the agency has actively pursued the source of those reports. DHS officials denied that the "witch hunt" is underway, though MSNBC.com's sources say otherwise.

LETTER TO JUDICIARY COMMITTEES:

The Honorable Orrin G. Hatch
Chairman, Senate Committee on the
Judiciary
224 Dirksen Senate Office Building
Washington, D.C. 20510

The Honorable Patrick J. Leahy
Ranking Member, Senate Committee on the
Judiciary
152 Dirksen Senate Office Building
Washington, D.C. 20510

The Honorable F. James Sensenbrenner
Chairman, House Committee on the
Judiciary
2138 Rayburn House Office Building

The Honorable John Conyers Jr.
Ranking Member, House Committee on the
Judiciary
B-351-C Rayburn House Office Building

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Dear Chairman Hatch, Ranking Member Leahy, Chairman Sensenbrenner, and Ranking Member Conyers,

Today's news report ("TSA in 'witch hunt,' air marshals say", MSNBC.com, August 11, 2003) that the Department of Homeland Security (DHS) is on a "witch hunt" within the Federal Air Marshals (FAM) program to determine the source of previous news stories is unsettling. That DHS would reportedly use or threaten to use the USA Patriot Act to track down the leak is even more disturbing.

As you probably remember, news reports two weeks ago citing sources familiar with the FAM program claimed that DHS was prepared to remove FAMS from certain flights to save on hotel costs. I was one of many who were appalled at that illogical decision, particularly in the wake of new terrorist threats to airliners. In the face of the public furor, DHS reversed course, stating that FAMS would remain on all flights

I applaud and continue to support the patriotic civil servants who brought to light the agency's illogical decision to leave flights unguarded; they have helped to keep our airliners secure. For DHS to target them instead of devoting all of its resources to defending against terrorism and investigating its own decision-making process is misguided and vindictive.

Furthermore to invoke, or threaten to invoke, the USA Patriot Act, a law meant to battle terrorism, to target patriotic employees seems to be not only illogical, but a misuse of the law as well. I urge your committee to formally investigate the alleged misuse of the USA Patriot Act by DHS for its internal probe of employees.


At the time of the initial news reports, I urged the House Select Committee on Homeland Security to conduct an investigation of the decision-making process at the Department of Homeland Security (DHS), and that request stands. In the wake of today's report, I also strongly urge that committee to investigate DHS's alleged probe of its own employees. We need to know if resources are being misdirected for, as today's press report call it, a "witch hunt."

The allegations from today's news report are serious and unsettling. I thank you for your consideration and assistance in uncovering the truth.

Sincerely,

CAROLYN B. MALONEY

Member of Congress

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