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The Behavior Detection Capability: Discussion on Empirical Support

**Threat Assessment Capabilities Branch
Behavior Detection & Analysis Program
Office of Security Capabilities**

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The Behavior Detection Capability

Introduction

The Transportation Security Administration (TSA) is charged with safeguarding the Nation's transportation system, and employs a variety of security layers to combat terrorist threats. The Behavior Detection and Analysis (BDA) program is among the TSA's many layers of security. Unique from other security capabilities, behavior detection techniques are unobtrusive, applied in real-time, free of large equipment footprints, and are threat agnostic (i.e., focused on the adversary versus the adversary's weapon), allowing implementation in a variety of settings and configurations to help identify potentially high-risk travelers. The goal of behavior detection is to identify these higher-risk individuals, and route them toward additional screening, while also protecting passenger's civil liberties, and preventing profiling.

The TSA's Office of Security Capabilities (OSC) Threat Assessment Capabilities (TAC) Branch is charged with providing the science and research development support behind real-time threat assessment (RTTA) capabilities such as behavior detection. The TAC BDA team was established to support the Office of Security Operations (OSO) Threat Assessment Division's (TAD) BDA program during TSA headquarters reorganizations of 2013 and 2014. OSO BDA is responsible for the field operations and personnel utilizing behavior detection techniques, and is considered OSC TAC's primary internal (i.e., TSA) customer. TAC's behavior detection development team or subject-matter experts (SMEs) are drawn from government and academic research communities, and consist of research psychologists and former security officers. The OSC TAC behavior detection - team also draws upon the expertise of world renowned research organizations partnered with the Department of Homeland Security Science and Technology Directorate (DHS S&T), security and defense industry, major universities, and international government partners. This collaboration has led to a large body of work and experiences that facilitates the further development of the behavior detection processes. The intent of this document is to guide TAC developers through the myriad of information, and provide insight on lessons learned through the development and research process.

Formerly known as Screening of Passengers by Observation Techniques (SPOT), the OSO BDA program employs a dedicated and specialized team of Behavior Detection Officers (BDOs), who observe and assess passengers for specified indicators – nonverbal, verbal, and physiological reactions that are associated with a fear of discovery, or the anxiety related to the consequences (perceived and actual) of being discovered. Additionally, the concealment of items, or the act of

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smuggling, whether of actual physical items or knowledge of an imminent attack, results in behaviors that manifest in a manner that is detectable by BDOs. BDOs conduct operations primarily at airport security checkpoints, positioned where they can optimally observe and interact with travelers throughout the area, especially at or near stress points (e.g., Travel Document Checker (TDC)). Additionally, BDOs provide screening outside the checkpoint by assisting in Playbook and Visual Intermodal Prevention and Response (VIPR) activities. These activities extend behavior detection coverage to areas not covered by other physical screening security layers. These officers look for behaviors that are anomalous to the environmental baseline (b)(3)49 U.S.C. § 114(r)

(b)(3)49 U.S.C. § 114(r) and that may signal a need for further screening. BDOs have the ability to identify behavior that may indicate a person has malicious intentions (malintent), which other available technologies cannot.

Behavior detection serves an important function within the TSA's security posture, and is a vital complimentary layer of security. While many of TSA's other layers focus on current threats using the most state-of-the-art technological solutions for detecting these threat objects, behavior detection is a proactive capability that can get ahead of known threats currently facing our transportation system by looking at the human aspect, and detecting possible intent to do harm. This method, used by other law enforcement agencies around the world, is capable of directing individuals for enhanced screening who may not otherwise alert the other layers of security.

Modern behavior detection techniques have been an accepted practice within the law enforcement community, customs and border enforcement, defense, security, and anti-terrorism communities for many years. Individual and crowd scrutiny is a hallmark of the good patrolman, the diligent soldier on the wall, and the guard tasked to protect those within. However, despite how commonplace behavior detection methods are, there have been few objective measures applied to behavior detection as practiced by these entities; thus, there are no operational data sources to draw upon to demonstrate its effectiveness in decision-making. In an attempt to standardize this process and safeguard against profiling, the TSA employs a more objective program using specified behavioral indicators that have been shown to be indicative of malintent.

While no one system or layer of security can identify every high-risk individual, the behavior detection protocol utilizes an objective process centered on behavioral indicators. These indicators provide a standardized way in which BDOs can observe large numbers of people, and identify those who may (or may not) be high-risk. This approach allows the BDOs to devote additional resources (e.g., time, concentration) to those who are more likely to pose a threat because they exhibit behaviors that are associated with stress, fear, anxiety, or behaviors that

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have been associated with suicide bombers. Moreover, the use of a standardized set of indicators helps prevent BDOs from applying biased decision-making or relying on personal hunches or heuristics. It is important that the optimized list of indicators be routinely reviewed and updated to ensure it continues to serve its intended function. BDOs should also receive ongoing training and review to ensure they use the screening instrument consistently and as intended within and across sites.

One challenge in evaluating the effectiveness of behavior detection as an anti-terrorist tool is that while we fight terrorism every day, terrorists rarely try to attack the U.S. from our homeland. The frequency of occurrence of a true high-risk outcome, or an imminent terrorist attack, is extremely low, and cannot realistically be measured during a normal test or assessment. Unless a terrorist is operational at the time of travel, the likelihood of behaviors presenting themselves is low. It is the operational terrorist, or the ones who are there to carry out an attack in that moment, who will likely display indicators BDOs are trained to detect. TSA is in the process of revising the protocol to strengthen the indicators and how they are used to ensure success at identifying individuals who are high-risk.

The following sections of this document will discuss past research efforts that provided the empirical evidence in support of behavior detection as the TSA employs it, challenges with past and future studies or testing, and provide the current substantiation for inclusion of each Optimized Behavior Detection Protocol indicator. This discussion will better prepare the TAC BDA behavior detection development team to continue to improve the TSA's ability to thwart the terrorist adversary. In addition, future test or research professionals will find useful guidance to mitigate limitations imposed when studying this unique capability within an operational setting.

2011 SPOT Validation Study

DHS S&T sponsored a study examining the TSA's SPOT program. The purpose of the SPOT Validation Study was to examine the extent to which use of the behavior detection protocol, SPOT, and its associated indicators, led to correct screening decisions at the security checkpoint. Screening decisions in this context are defined as determining the relative risk of the passenger under observation, and if deemed higher than the norm, routing that passenger to additional forms of screening. Specifically, the research investigated: *To what extent does the use of the SPOT Referral Report lead to valid inferences about the traveling population, with a focus on high-risk travelers, or persons knowingly and intentionally trying to defeat the security process?*

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For the purposes of this study, a high-risk passenger was defined as an individual who was knowingly and intentionally attempting to defeat the airport security process. The American Institutes for Research (AIR) was contracted to design and execute this research, which began in 2007 and concluded in 2011. This study was the first large-scale examination of a behavior-based program, but focused on the limited question noted above and was not intended to be a complete validation of the program in its entirety. Rather, it was a first step in a broader effort to understand behavior detection in the context of a security screening environment. TSA's plans for future validation are discussed in the Data Collection and Behavior Detection Performance Metrics section of this document.

This study was designed to assess criterion validity, or compare the results of passengers randomly selected for additional screening to the results of passengers referred for additional screening via SPOT protocols. Because the true positive rate of high-risk outcomes (i.e., or terrorist attacks) is so low, an acceptable alternative is to use a proxy measure of individuals with fraudulent identification, carrying serious prohibited or illegal items, or results with a criminal outcome, as a basis for comparison. Therefore, in the operational database of actual SPOT referral data, there should be a significantly larger number of passengers deemed high-risk than within the randomly selected passenger population. However, one must keep in mind that the vast majority of travelers flying in the United States are neither criminals nor terrorists, so even the criminal base rate is low, which led to a lower occurrence of high-risk outcomes given the total number of passengers screened. The overall results from this study showed that SPOT was significantly better (with ratios ranging from 9 to 54 times more likely) at identifying passengers whose risk was higher than those randomly referred. From a security perspective, the behavior detection process provides a more efficient means of detecting high-risk passengers and referring them to additional screening than a random selection process. This finding provides merit for using such a program as a security layer to help detect and route passengers who may pose a risk to transportation security.

AIR designed two studies as a first step to examine the validity of the SPOT Referral Report, one focused on the validity of the referral process and another on the indicators used. In the first study, cases from the Operational SPOT Referral Database (January 2006- October 2010), maintained by the TSA, were used to systematically examine SPOT indicators, and their relation to outcomes that indicate a possible threat. The dataset for this study included a total of 247,630 referrals (i.e., travelers referred to secondary screening) from 175 airports. In the second study, travelers were randomly selected and subjected to SPOT screening. This experimental field study, referred to as the Base Rate Study, provided data to compare the SPOT referral process with a random screening process. It also provided estimates of the population base rate of high-

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risk travelers. The database used for this study included case information from randomly selected travelers who were subjected to the SPOT referral process from 01 December 2009 to 31 October 2010, and includes a total of 71,589 referrals from 43 airports. To directly compare data from the Base Rate Study and the Operational SPOT Referrals Database, AIR created a dataset that is a subset of the Operational SPOT Referral Database, and contained 23,265 Operational SPOT referrals for the same time period and locations covered by the Base Rate Study. Together, these two studies allowed assessment of instrument validity.

In the study, there were four outcome-based scenarios from which results were interpreted: 1) Law Enforcement Officer (LEO) Arrest, 2) Possession of Serious Prohibited/Illegal Items (SPII), 3) Possession of Fraudulent Documents, and 4) Combined Outcome that included all three of the previously mentioned scenarios. Operational SPOT identified substantially more high-risk cases in all of these outcome categories than did random selection. For the combined outcome, Operational SPOT was nine times higher than random selection at finding high-risk passengers as defined by these outcomes. This finding is significant, and one that gives merit to behavior detection as a security screening layer. An important point to consider is that during this test, BDOs engaged in secondary SPOT Referral Screening with 50,000 fewer travelers using Operational SPOT than they did using random screening, yet the results were still significantly in favor of SPOT versus a random screening protocol.

As with any study of this magnitude, there were several limitations. Many of these are common in field research and, in particular, with the examination of security programs. It is important to note that any test, study, or evaluation will have limitations, or circumstances that could either prevent or change the way data are collected or influence the results in a manner that would affect the outcome. The limitations included in this study were as follows: a) analysis limitations associated with the low base rate of system inputs (i.e., SPOT indicators) and outcomes (i.e., metrics to represent high-risk travelers), b) study implementation limitations, which could have an effect on representation (i.e., airport selection, awareness of travelers selected for screening and whether they were part of normal SPOT or random selection, data collection variation), c) data availability limitations with regard to the outcomes measured (e.g., LEO arrest information was sometimes not known and there were instances when LEOs never responded), and d) indicator variability limited the amount and type of analyses that could be done examining individual indicator effects.

There were instances where there were variations in data collection rates as a function of time and location. This was documented within the study's final report as a limitation. However, it is important to note that a large enough sample size, such as the one used on the 2011 SPOT

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Validation Study, lessens the impact of these variations on the overall study results. Future studies should emphasize stricter controls on data collection rates to mitigate this limitation.

A concern was also raised with the method used by BDOs when collecting data from random referrals. Specifically, the BDOs were not consistently random in their selections. It is true that BDOs would not always follow the random selection protocol. However, a review of the observations revealed that the BDOs tended to exclude individuals who fell into the TSA's low-risk groups (e.g., individuals 75 years of age or older). Had these individuals been referred, it likely would have led to fewer high-risk outcomes in the base-rate group, which would have led to a greater difference between the number of high-risk outcomes discovered by random selection, and the number found using SPOT. In other words, had this limitation not occurred, the data likely would have shown even greater support for behavior detection methods.

While study limitations are important to document and will be mitigated in future tests, the presence of the limitations discussed within the SPOT Validation Report do not negate the major study findings. On a more general level, limitations will be present in any study and there will always be a trade-off between internal and external validity. The SPOT Validation study represents a study that is high in external validity because it was conducted in the field and, as such, the findings of this work are easily generalizable to operational environments. However, the reality of conducting field research is that there is less control over certain aspects of the study (lower internal validity) because the need to continue operations takes precedence over data collection activities. While certain methodological techniques (e.g., blind data collection) might be ideal for test design purposes, they may simply not be practical in a checkpoint where live operations are occurring, oftentimes with limited resources.

The TSA strongly stands behind the results of this study, and considers it a success as an initial step at evaluating whether behavior detection has benefit as a security screening layer. Based on these findings, it is evident that behavior detection protocols are better than random selection at identifying individuals who may be high-risk, and need further screening. The TSA plans to continue to test this capability using varying methods to replicate these findings and provide additional effectiveness measures that will extend the results of this study. The TSA has taken a closer look at the indicators used, and the process by which selections are made, and optimized the program in order to strengthen its contribution to safeguarding the nation's transportation sector.

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Limitations of Applying Academic Research to the TSA's Behavior Detection Program

In its 2013 report, the GAO cited academic research that it felt cast doubt on the efficacy of the TSA's BDA program. The academic literature cited in this report provides value when it comes to understanding general themes in behavioral observation. However, it is problematic to use the results from the cited body of work to make a definitive statement about the value of the BDA program, due to some important research limitations as discussed below. Additionally, there were important conclusions drawn by other independent groups that were not adequately discussed in the report. For instance, in a report commissioned by the Office of the Secretary of Defense (OSD), and performed by RAND, it was stated that based on a review of the existing research, behavioral indicators are useful for "identifying people who merit a closer look" (Davis et al., 2013, pp. 108-109), which is the major goal of the BDA program. Additionally, RAND acknowledged that there is no "accepted and feasible process" for scientifically validating a behavior detection program (Davis et al., 2013, pp. 108-109). In this sense, the challenges surrounding validation of behavior detection are actually felt by all security agencies that have a behavior detection component.

The academic research is often used to critique the TSA's program but it is important to acknowledge that this work has some important limitations. One limitation, which is thought to be critically important, but not often discussed, is the tendency to use college students as research participants. Henrich, Heine, and Norenzayan (2010) have argued that behavioral scientists make broad statements about human behavior based largely on research involving a unique population—college students. They argue that college students are a unique population because they are typically of higher socioeconomic status, ethnically homogenous, and tend to hold different values than other cultures and groups in the general population. In their review, Henrich et al. (2010) noted that the majority of participants used in psychological research were undergraduate college students who were enrolled in a psychology course at the time. If the goal of the researchers was to understand how college students behave, then reliance on such a unique population for research would not be problematic. However, inferences are often drawn from these studies, and applied to the population as a whole, implying that what is observed in college students would also be observed in the rest of the population, which may not be the case.

This overreliance on college students persists in the academic literature related to deception detection, which limits its applicability to the field. Critics of the program often cite meta-analyses performed by academic researchers and attempt to draw conclusions about program effectiveness based on this work. In one such meta-analysis, DePaulo et al. (2003) analyzed data from multiple studies to understand which behaviors are exhibited when an individual is lying.

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However, when summarizing the studies used in the meta-analysis, it is stated that 86% of the studies involved college students. In a second meta-analysis, Bond and DePaulo (2006) analyzed studies to understand how accurate receivers are at detecting deception, and found that accuracy was just around 54%. However, the samples were similarly narrow: 88% of the samples involved non-experts. Presumably, these non-experts were college students, though this is not addressed by the authors.

Given these literature characteristics, it can be argued that the findings from these meta-analyses need to be carefully considered. First, overreliance on data collected from college students limits one's ability to generalize from the findings. Specifically, the BDO workforce and the traveling public they observe may differ in important ways from college students, introducing the possibility that findings from academic research would not generalize to the rest of the population as seamlessly as indicated by the research. Second, in the 2006 meta-analysis, participants were seldom given an incentive to be accurate, and it was reported that in only 12% of the samples were the receiver given any motivation to be accurate. This lack of motivation likely has consequences for lie detection performance. The findings of the 2006 meta-analysis seem less surprising when one considers that in 88% of the samples, the person making the judgment had no incentive to be correct, and no consequence for a wrong judgment. This context is very different from the checkpoint where BDOs have taken an oath to protect the traveling public, and the consequences of poor performance could be catastrophic. As such, one would expect differences in performance and accuracy.

A third limitation of this work is related to the nature of lies told by participants in the research. Typically the lies being told are considered low-stakes. In the 2003 meta-analysis, over half of the studies involved a paradigm in which a person simply told a lie about an attitude they held or a personal fact. Other researchers have argued that high-stakes lies may be associated with particular behavioral cues that may be more apparent in certain conditions (Porter & ten Brinke, 2010). It could be argued that the low-stakes nature of the laboratory research makes it difficult to generalize to the high-stakes nature of the checkpoint. The stress points associated with the checkpoint should elevate behaviors for individuals with malintent, making them more likely to be detected by BDOs. In other words, the stakes are high in real-life situations in which someone is trying to circumvent the security screening process, and there are both positive and negative consequences if the person succeeds or fails. This circumstance is vastly different than someone told to lie (e.g., usually white lies or low-stakes lies) with little or no consequence involved. It is highly likely that there are differences in behavior depending on which scenario is studied. A fourth limitation deals with the literature that was selected for the 2006 meta-analysis regarding deception detection accuracy, which is frequently cited by critics of behavior

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detection. It is important to note that in this meta-analysis, the authors excluded from their analysis any studies where participants received instruction or training for detecting deception. Importantly, researchers have found that training increases the accuracy of deception detection (Frank & Feeley, 2003). Given the exclusion of studies with trained professionals, the findings of the meta-analysis must be understood as an analysis of detection accuracy as it relates to untrained individuals. In the case of the TSA's BDA program, BDOs are rigorously trained using classroom methods and On-the-Job Training (OJT) and supervision. Because the researchers excluded trained professionals, it remains an open question of how the TSA's trained workforce may perform better than untrained individuals who have no knowledge of what behaviors to observe and best methods for performing behavior detection. Taken together, the 2006 meta-analysis should be understood as an analysis of deception detection accuracy for untrained individuals (most of the time college students) who seldom have motivation to be accurate. While such an analysis may be of value for the academic community, it is of less direct value for the field, and certainly does not represent the full range of human ability.

The number of limitations related to the academic research should be seriously considered, particularly because the academic research is often used to make statements about the perceived value of the TSA's BDA program. However, it is not the case that the academic literature cannot be used at all when it comes to the design of behavior detection programs. On the contrary, the TSA has sought to use this research where prudent, and involved academic researchers who study this topic to aid in optimizing the program. These individuals have important insight into behavior detection and human behavior. However, at this point in time, it remains unclear the degree to which performance will differ between professionals in the field and college students in the laboratory. Due to the limitations in the academic literature, it is unwise to evaluate or draw conclusions as to the efficacy of the BDA program based solely on findings from this research. Given the limitations, too much reliance on this literature could lead to unnecessary, ill-informed, and even risky programmatic changes.

Data Collection and Behavior Detection Performance Metrics

Given the concerns with the extent to which academic literature can be generalized, and as a way to build upon the findings of the 2011 Validation Study, the TSA's plan is to provide support for the program by collecting relevant performance data. As was noted in the independently commissioned RAND Report (Davis et al., 2013), the process of scientific validation for a behavior detection program in the field has not been established. This lack of precedent means that the TSA's test of the program is a pioneering activity, which could have important implications for a number of other government agencies and security programs. Previously, OSO

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and OSC BDA programs proposed a number of action items for the BDA program. The following accomplishments represent progress toward many of these goals. First, there are a number of ongoing projects related to the study of human factors, including a cognitive task analysis and the study of individual differences that impact BDO performance. Second, OSC BDA has created performance metrics for the Behavior Detection capability (for the complete table of the performance metrics, see Appendix A as documented in the newly created Operational Capabilities Document (OCD)). Because no other government agency has conducted a comprehensive and rigorous test of behavior detection in an operational setting, the establishment of these performance metrics is an innovative activity.

Third, to test the true capability of the program, both outcome-based data and scenario-based data will be used. In terms of the outcome-based analysis, random referral data will be collected so that information about the frequency of high-risk outcomes in the traveling population can be calculated. Using this information, OSC BDA will conduct similar analyses to those done in the 2011 SPOT Validation Study. The concerns regarding the methodology used for collecting these data have been communicated to the OSC Test and Evaluation (T&E) team so that safeguards can be implemented to mitigate these limitations.

Of particular value is scenario-based testing. When developing this portion of the study, it was determined that operational data are not well-suited for calculation of certain metrics, such as probability of referral (P_r). Specifically, if one is interested in the probability of referring a terrorist, it must be known how many terrorists are currently present in the traveling population. Because this information is not known, operational data is insufficient.

In scenario-based testing, the plan is to systematically inject threats into the checkpoint to test the behavior detection capability. However, the precise method for this test is currently under development. To ensure confidence that the knowledge gained from these tests can be generalized to an event with a true adversary, threat injects will be as close as possible to an actual adversary. However, this test objective must be balanced against the need to minimize potential risk to the checkpoint, and avoid violating ethical guidelines that are in place for human-subjects research. Given the unprecedented nature of this test, it is important to include internal and external partners for continuous feedback. In the coming months, panels with experts from academia and industry, as well as law enforcement and government, will convene for discussion on this matter. In order to solicit feedback, discussion will also include test plan construction and performance metrics.

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Fourth, in accordance with requests from the DHS Office of Civil Rights and Liberties (OCRL), an effort to understand and test for potential disparity, including potential profiling in the behavior detection process, will be completed via collection of perceived passenger demographics for a 12-15 month period from a minimum of fifty airports. AIR performed a review to determine the best method for collecting this information. This review included holding focus groups with field BDOs, as well as an analysis of methods used by other law enforcement agencies. It was determined that because any bias would be rooted in the perceptions of passenger demographics, BDOs could report these perceptions without the need to ask the passengers for any personal information. Using the categories established by the Office of Management and Budget (OMB), while also considering the TSA's defined low-risk groups, established categories for perceived passenger demographics as they relate to age, gender/sex, and race/ethnicity will be included. The categories will be added to the referral reporting requirements for BDOs beginning in November 2014. Additionally, a Community Advisory Panel (CAP) was formed with membership from interested demographic advocacy groups to discuss this data collection effort, thereby increasing transparency between the TSA and external parties.

Due to the nature of operational data collection, and the sensitivity of this effort, there will be certain difficulties in interpreting the data, and drawing conclusions as to whether disparity exists. One such difficulty is with verifying the data, and determining root causes if they are skewed towards one particular ethnicity. While there will be safeguards in place to ensure that the data collected is interpreted in relation to the population as a whole, there remains a question about the true make-up of the traveling population in terms of demographics being collected in any given locale. Additionally, video verification for subsets of the data will be used to understand the nature of the referrals so that if disparity or bias for a particular race or ethnic category is shown, we can determine whether behavior that would warrant a referral is present, which would rule out bias, or profiling, as the reason for referral. However, due to limitations with collecting video footage of each referral, a subset may not be sufficient for a full understanding of the data collected. Another potential difficulty is making sure that BDOs do not change the way they refer individuals due to data collection. BDOs may feel they will be singled out or fear that if they refer someone from a particular race, ethnicity, age or gender, that they will get into trouble. Oversight and adequate training prior to implementing this collection will help mitigate this concern.

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Behavior Detection Optimization

Since conclusion of the SPOT Validation Study, the TSA worked vigorously to optimize the BDA program. As part of this effort, the four pillars of optimization were developed: improved BDO candidate selection, an improved protocol, improved training, and improved management and oversight. The first pillar, a better candidate, involves the study of traits and qualities that make up a highly effective BDO. Knowledge gained from this work will be used to revise hiring criteria so that only the best qualified individuals are selected for the position. Additionally, research related to workload and fatigue, which is ongoing, will aid in making better decisions about shift and duty cycles to improve BDO effectiveness.

The second pillar, an improved protocol, involves a multi-faceted approach to improving the behavior detection process. In 2012, at the TSA's request, AIR initiated a number of tasks to aid in refining the behavioral indicators used in the behavior detection process. The first task involved an analysis of the SPOT indicators as they related to the high-risk outcomes described in the SPOT Validation Study, as well as a factor analysis of the SPOT indicators to examine similarity between indicators. Additionally, updates to the suicide bomber literature reviews (described in the Empirical and Operational Support for the Behavioral Indicators section) were made. The second task involved convening SME panels that included external experts from other government entities (e.g., Federal Bureau of Investigations (FBI)) and academia, many of whom collaborate with domestic and international government agencies on counterterrorism projects, as well as experts from the field, including individuals from the TSA's OSO and OSC BDA programs, and foreign allies. Summary documents involving information from prior AIR reports, as well as the updated analyses and reviews, were distributed to the SMEs prior to the panel discussions and helped to guide the indicator review. Topics for discussion during this review included the possible consequences and benefits of combing indicators, the deletion of indicators that were not linked to important outcomes and/or did not have empirical support, and development of standardized documentation for each indicator.

The third task performed by AIR involved synthesizing the expert feedback from the panels and creating a revised behavioral indicator list with operational definitions, revised exemplars, and further information sections designed to help the reader understand the indicators in terms of why each was selected and included. These indicators were delivered to the TSA where they were adjudicated by the SMEs in the OSC BDA program. For each indicator, the SMEs reviewed the indicator titles, as well as all relevant sections, and edited the documents so that the language used would be standardized and easily understood by the field. Following this work, the TSA tasked AIR with completing a literature review for the optimized behavioral indicators

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using the available academic literature, as well as the literature related to behaviors exhibited by suicide bombers prior to detonation. These indicators, and the support for each of them, are discussed in Section 2 of the document.

The third pillar of Optimization, improved training, involves a complete revision of behavior detection training and its delivery. In addition to content revision, the Office of Training and Workforce Engagement (OTWE) plans to include improved training aides, more rigorous OJT, and a revised section related to Resolution Conversation (RC). Additionally, On-the-Job Coaches (OJCs) will provide increased mentorship to current and new BDOs so they can perform effectively. The fourth pillar, improved management and oversight, involves a number of activities including a restructuring of management grades for the BDO workforce. Together, these four pillars represent an optimized BDA program that will operate more effectively and efficiently.

Conclusion

This discussion summarizes the work being done to support the use of the behavior detection capability, and the indicators used for identifying high-risk passengers. The following pages include academic and operational research supporting the behavioral indicators that will be used in the program, as well as the performance metrics to understand effectiveness (Appendix A). The TSA worked diligently to improve the behavior detection capability. The TSA strongly believes that behavior detection, as a security layer capability, is paramount to keeping the traveling public safe from threats to the transportation system, and will continue to refine and improve the capability as threats evolve. As this capability evolves and continued research provides support, behavior detection will continue to be a necessity in protecting the traveling public and aviation from terrorist activity.

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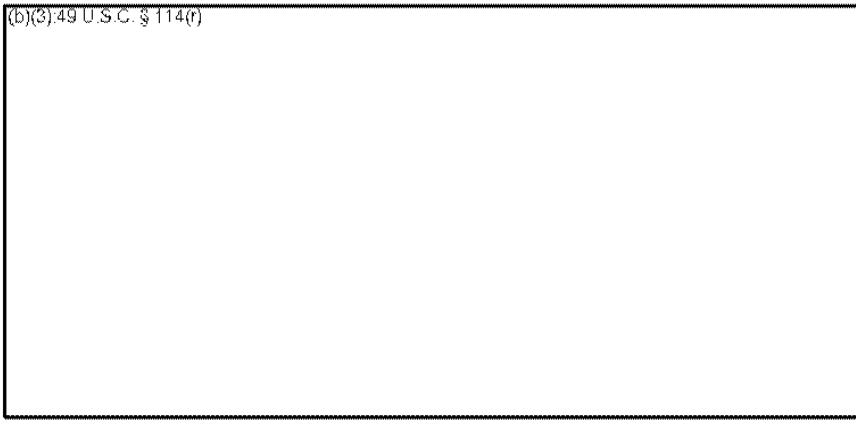
Empirical and Operational Support for the Behavioral Indicators

The following information details the academic and operational support for the behavioral indicators used in the optimized Behavior Detection and Analysis (BDA) protocol. As noted above, AIR conducted a thorough review of the available research and subject-matter expertise as it relates to the optimized behavioral indicators. The references on the following pages represent work from (1) scientific, peer-reviewed journals and books, as well as reputable websites, (2) relevant findings from a widely cited meta-analysis about deception cues, and (3) operational support related to three reports sponsored by the Department of Homeland Security Science and Technology Directorate (DHS S&T). These DHS S&T reports were investigating suicide bomber behavior and included interviews with subject-matter experts (SMEs) and eyewitnesses (Makonnen, Topfritz, & Mullaney, 2010), a literature review of pre-incident indicators of suicide attacks (Topfritz, Costigan, Makonnen, Baumann, & Mullaney, 2013), and a SME workshop on indicators of suicide attacks (DHS S&T, 2011). This list is not exhaustive, but represents some of the most direct support available at this time, and this report will be updated as additional support is found. For each behavioral indicator used in the optimized behavior detection process, there is a brief description of that indicator (adapted from the Behavior Detection Reference Guide) followed by the empirical support.

Indicator Structure

Indicators are organized into several *groupings*. These groupings, which are at the top of each indicator support page, are meant to help BDOs learn and memorize indicators. Individual indicators within a grouping must still be assessed separately. The groupings are as follows:

(b)(3)49 U.S.C. § 114(r)



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The second row of each page is the *indicator name*, followed by the description, which is a brief explanation of what it is and the rationale for including. Next, the academic and operational support specific to that indicator is included with a list of references.

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(b)(3) 49 U.S.C. § 114(r)

Description

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Academic Research Support

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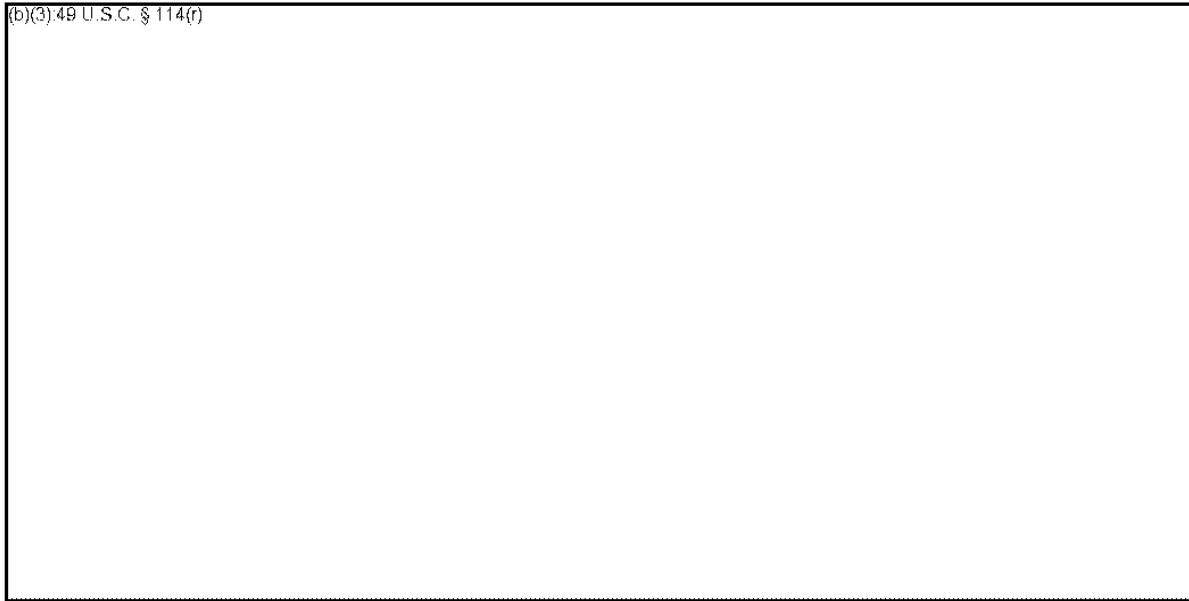
Operational Support from Suicide Bomber Incidents

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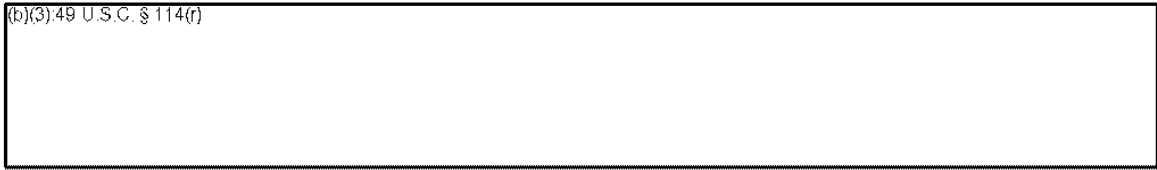
(b)(3); 49 U.S.C. § 114(r)



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WHY NOT THE... SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO ANYONE WITHOUT A NEED TO KNOW, AS PROVIDED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTIONS PURSUANT TO THE APPLICABLE AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.

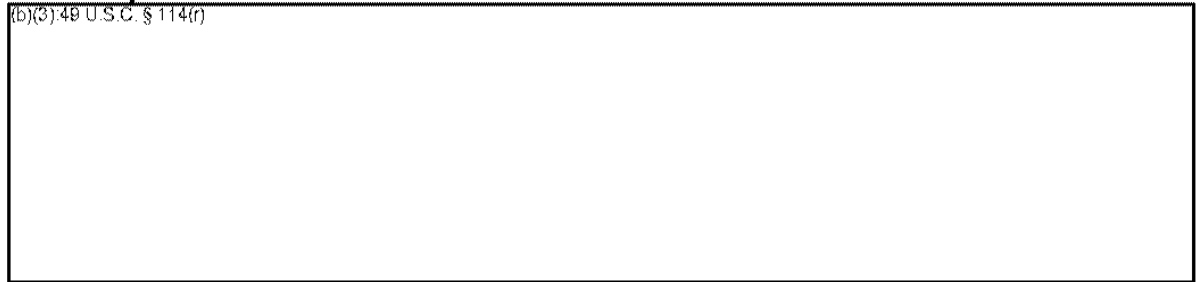
~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(r)



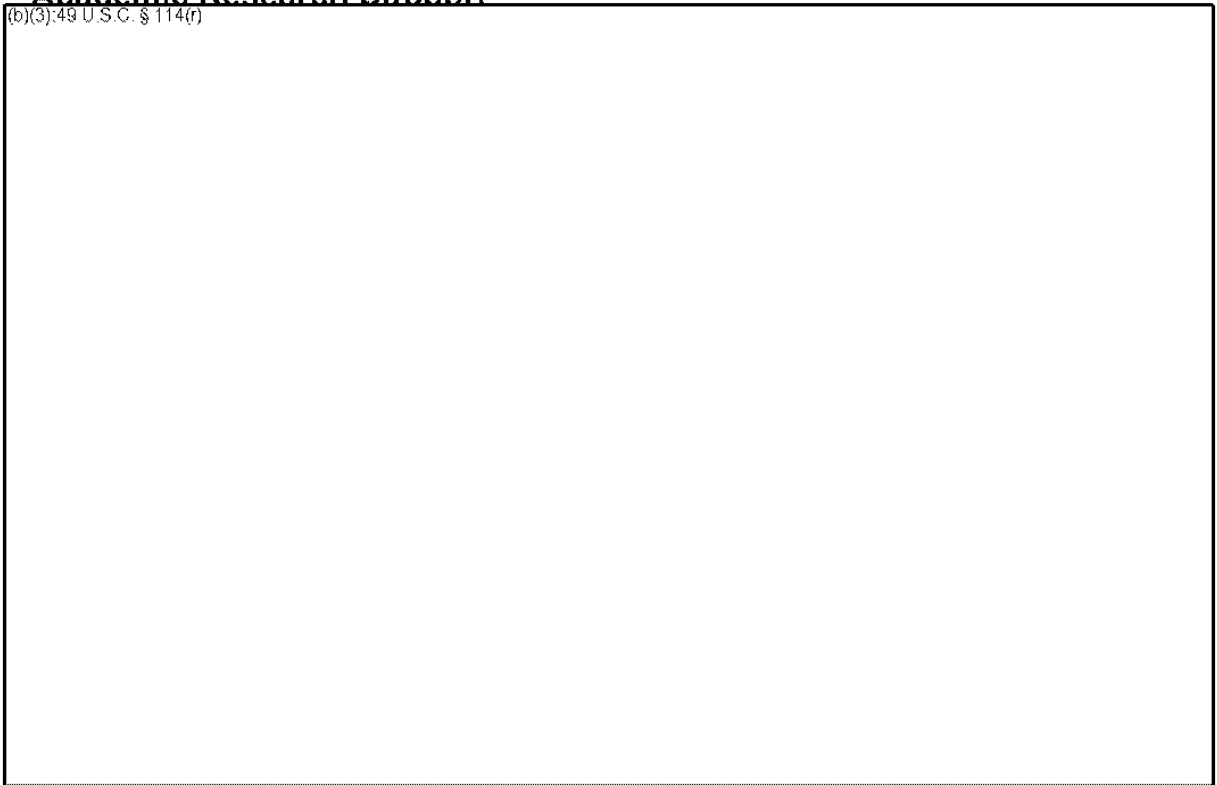
Description

(b)(3):49 U.S.C. § 114(r)



Academic Research Support

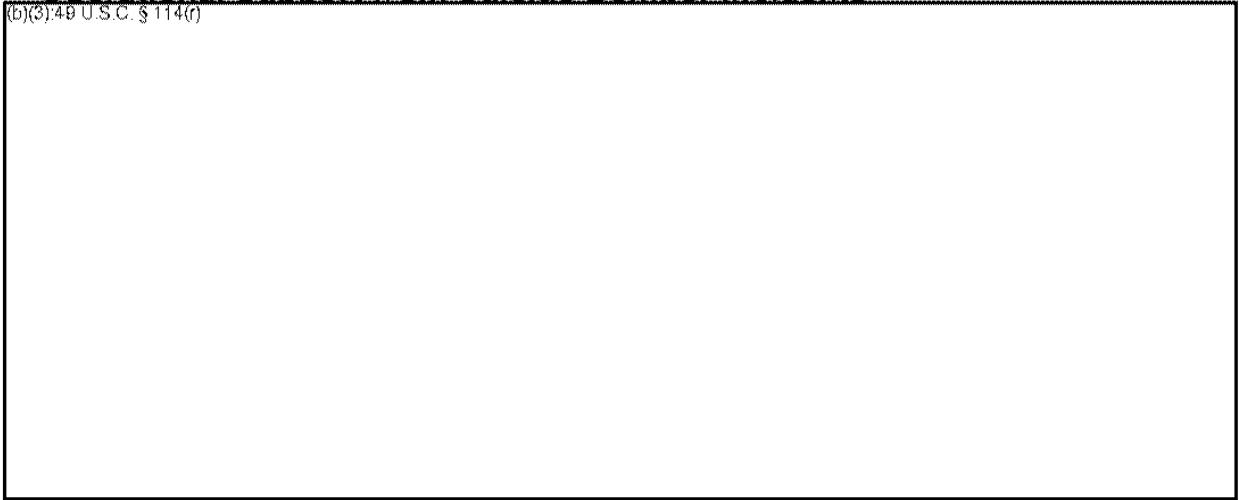
(b)(3):49 U.S.C. § 114(r)



~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO ANY PERSONS WITHOUT A "NEED TO KNOW" AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION. CONTACT THE TRANSPORTATION SECURITY ADMINISTRATION AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

Operational Support from Suicide Bomber Incidents

(b)(3):49 U.S.C. § 114(f)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(f)

Description

(b)(3):49 U.S.C. § 114(f)

Academic Research Support

(b)(3):49 U.S.C. § 114(f)

Operational Support from Suicide Bomber Incidents

(b)(3):49 U.S.C. § 114(f)

~~SENSITIVE SECURITY INFORMATION~~
WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER DUCFR PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS OTHER THAN AUTHORIZED PERSONNEL AS AUTHORIZED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.

~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(r)

Description

(b)(3):49 U.S.C. § 114(r)

Academic Research Support

(b)(3):49 U.S.C. § 114(r)

Operational Support from Suicide Bomber Incidents

(b)(3):49 U.S.C. § 114(r)

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~~SENSITIVE SECURITY INFORMATION~~

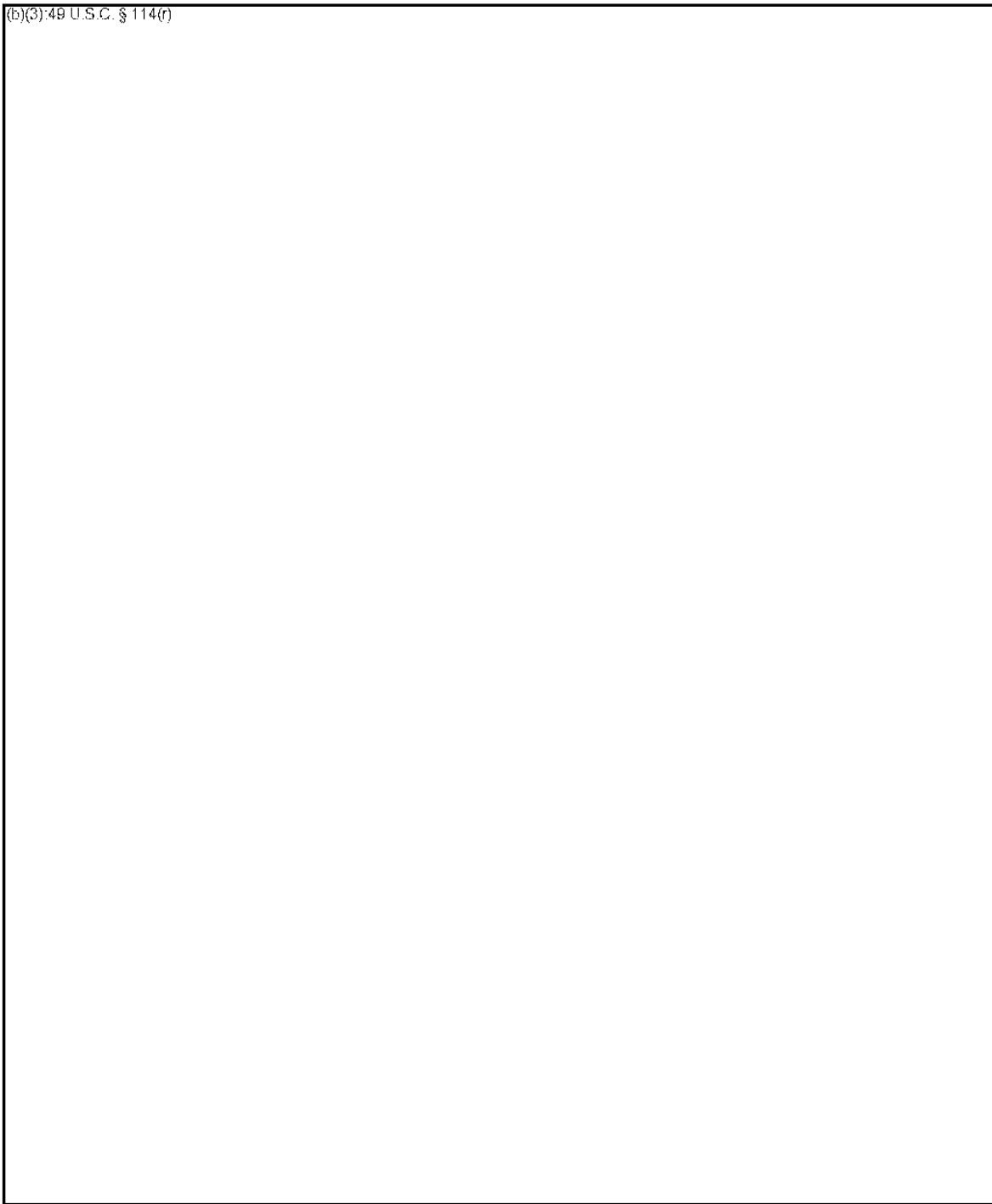
(b)(3);49 U.S.C. § 114(r)



~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER E.O. 13526 AND PARTS 15 AND 1520 OF TITLE 49, U.S.C. AND 15 AND 1520 OF TITLE 49, C.F.R. UNLESS INDICATED OTHERWISE. DISSEMINATION OF THIS INFORMATION IS RESTRICTED TO PERSONS WITH A "NEED TO KNOW," AS DETERMINED BY 49 U.S.C. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER SANCTIONS FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

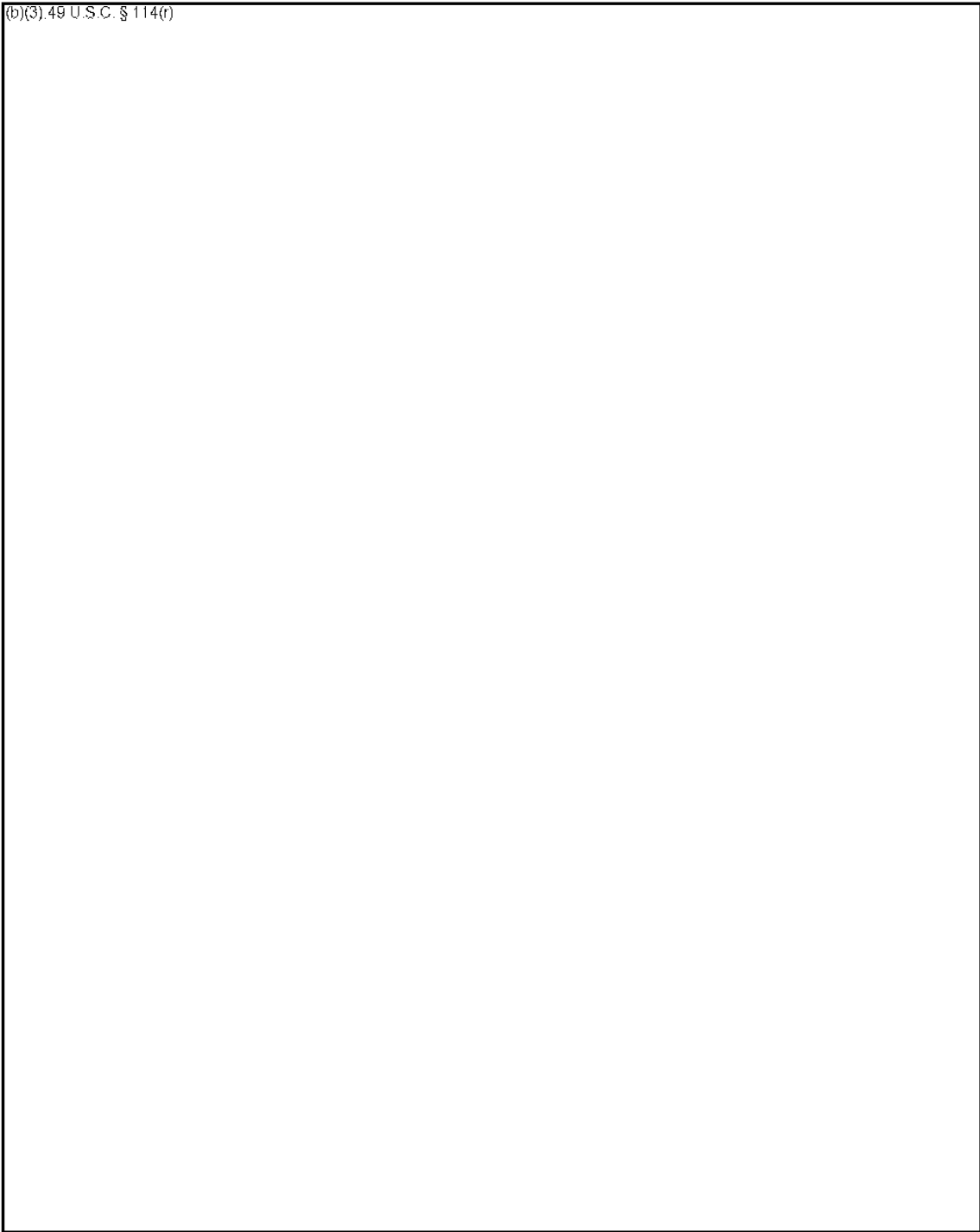
(b)(3):49 U.S.C. § 114(r)



~~ANYONE WHO OBTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER PUBLIC LAWS 105-271 AND 105-272 AND PART OF THIS RECORD MAY BE DISCLOSED TO ANY PERSON WITHOUT A "NEED TO KNOW" AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ASSISTANT SECRETARY OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTIONS UNDER U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3), 49 U.S.C. § 114(f)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 1114(f)



~~WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER E.O. 13526 AND PART OF THIS RECORD MAY BE DISCLOSED TO A PERSON WHO SHOULD KNOW THAT IT IS CONTROLLED UNDER E.O. 13526 EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE PROTECTION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION UNDER FEDERAL LAWS. PRESIDENTIAL AGENCIES, PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(r)

Description

(b)(3):49 U.S.C. § 114(r)

Academic Research Support

(b)(3):49 U.S.C. § 114(r)

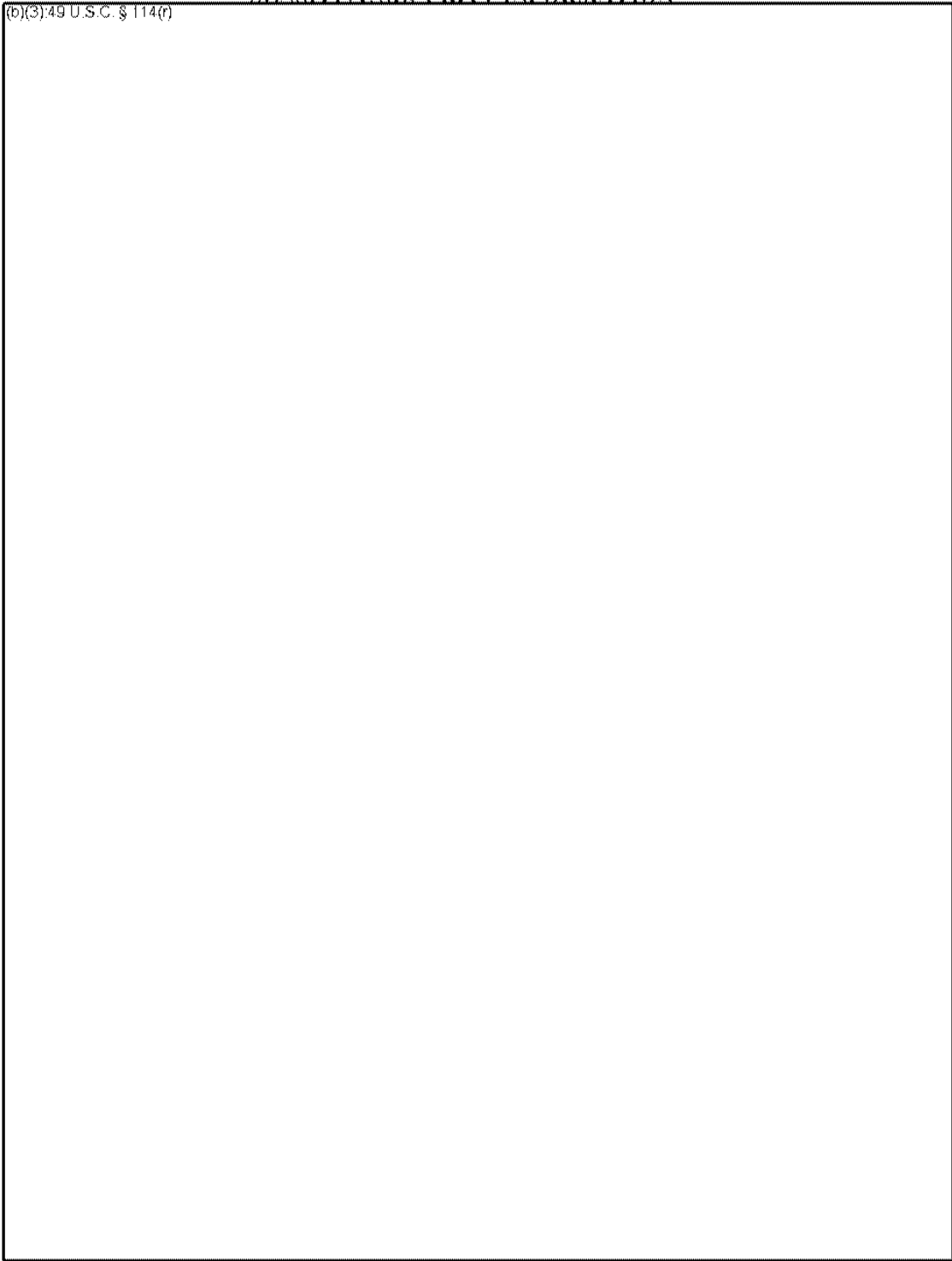
Operational Support from Suicide Bomber Incidents

(b)(3):49 U.S.C. § 114(r)

~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER DCFR PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO EMPLOYEES WITHOUT A "NEED TO KNOW." 58 USC 552 AND 49 CFR PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR CRIMINAL ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(r)

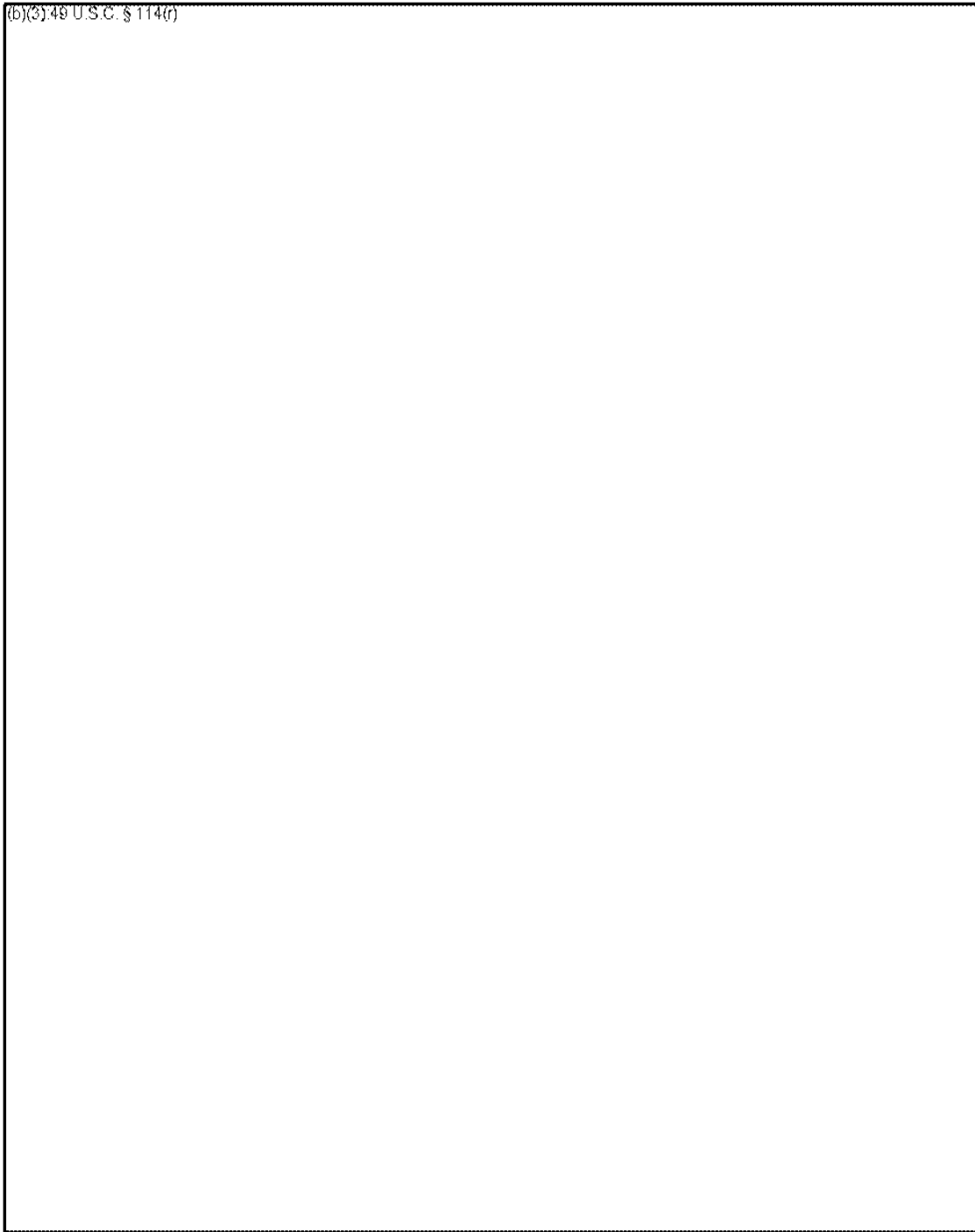


~~SENSITIVE SECURITY INFORMATION~~

~~WHICH MAY BE DISCLOSED CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WHO DO NOT NEED TO KNOW IT AS AUTHORIZED BY 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE DEPARTMENT OF TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION UNDER FEDERAL GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

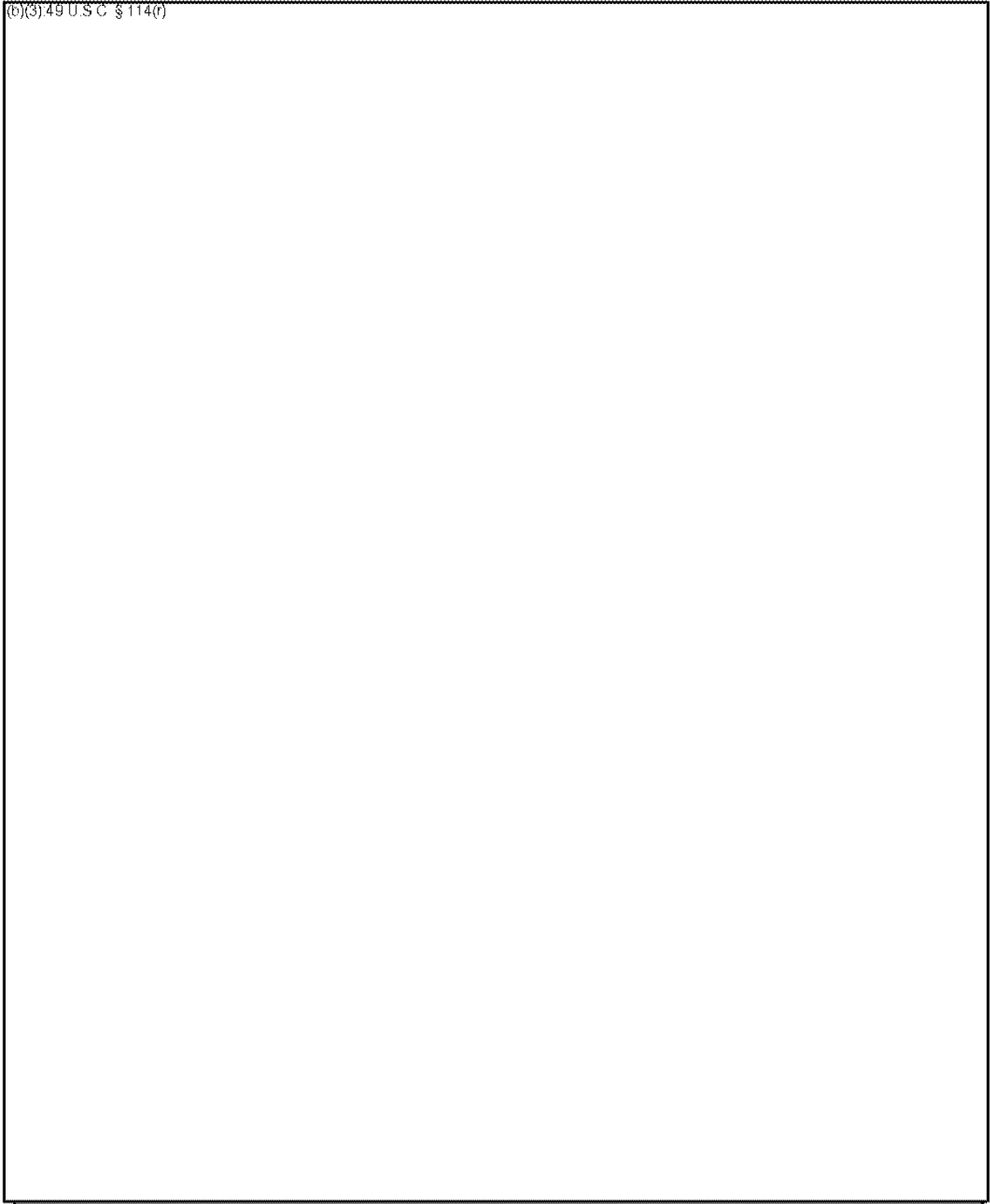
(b)(3):49 U.S.C. § 114(r)



~~WHENEVER THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WHO DO NOT NEED TO KNOW IT AS AUTHORIZED BY 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION, UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTIONS UNDER FEDERAL LAWS AND REGULATIONS. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

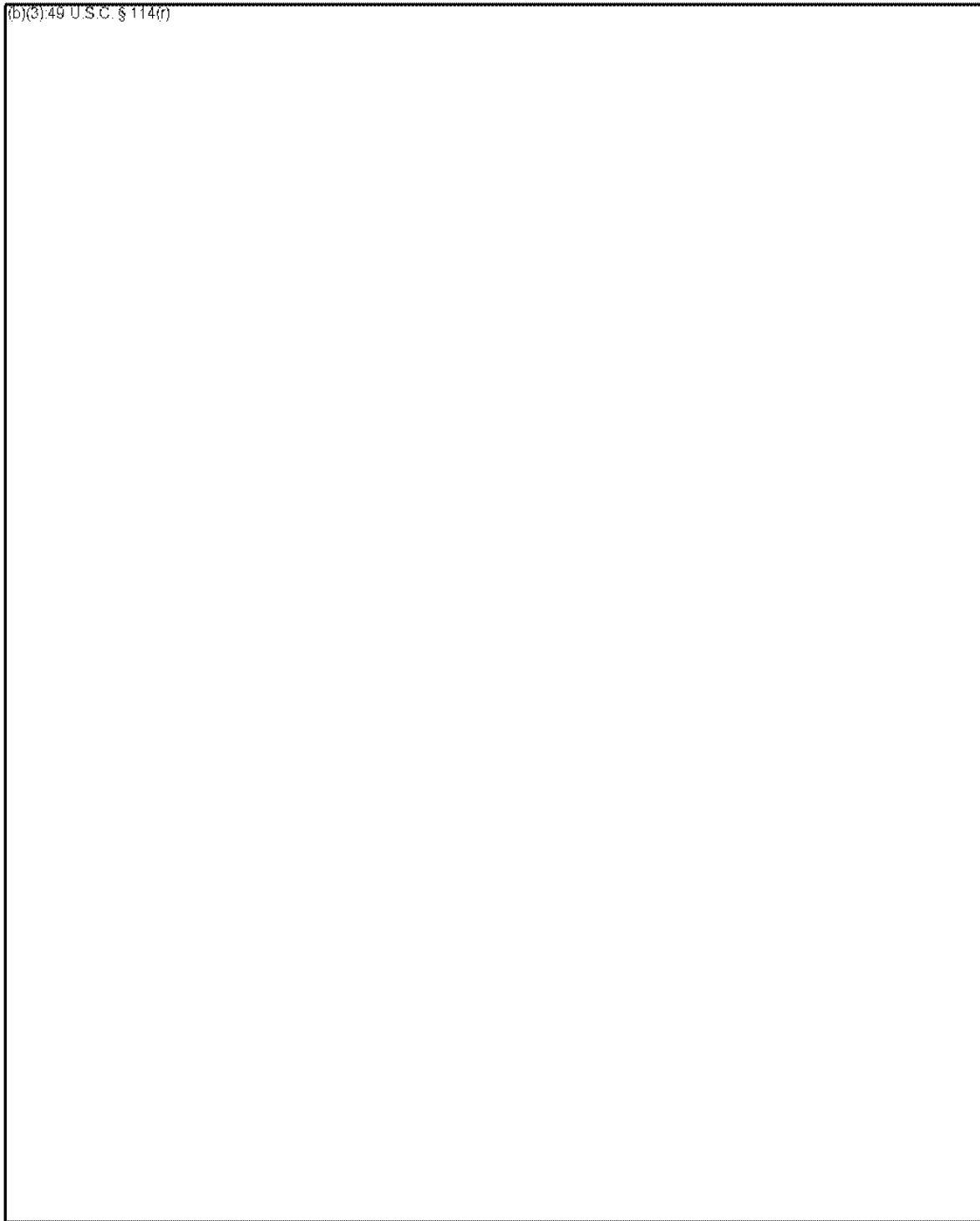
(b)(3)49 U.S.C. § 114(f)



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~~SENSITIVE SECURITY INFORMATION~~

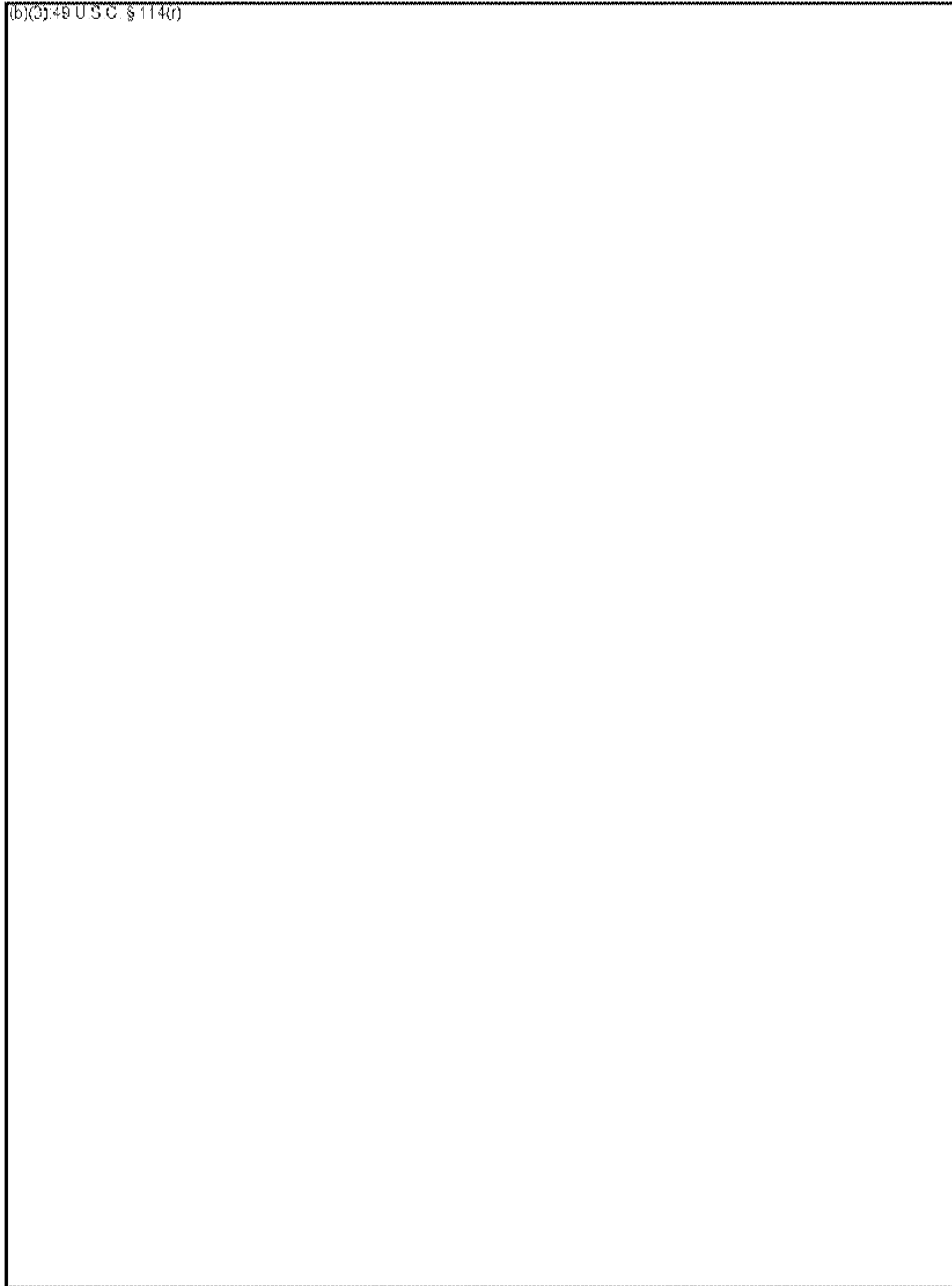
(b)(3) 49 U.S.C. § 114(r)



~~WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW," AS ALLOWED BY 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR C.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

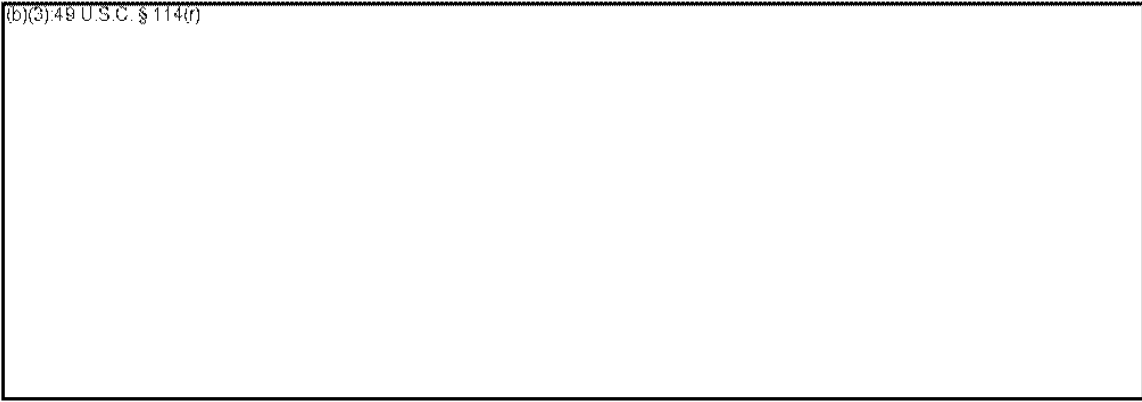
(b)(3) 49 U.S.C. § 114(r)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3)49 U.S.C. § 114(f)



~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. PART OF THIS RECORD MAY BE DISCLOSED TO THE PUBLIC UNDER THE FOIA EXEMPTIONS WITHOUT A "NEED TO KNOW," AS PROVIDED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATION OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR CRIMINAL ACTION FOR U.S. GOVERNMENT OFFICIALS. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(r)

[Redacted]

Description

(b)(3) 49 U.S.C. § 114(r)

[Redacted]

Academic Research Support

(b)(3) 49 U.S.C. § 114(r)

[Redacted]

Operational Support from Suicide Bomber Incidents

(b)(3) 49 U.S.C. § 114(r)

[Redacted]

~~WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER DUCFR PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO THE PUBLIC, INCLUDING TO ANY MEMBER OF THE NEWS MEDIA, WITHOUT THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION BY THE U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(r)



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PART OF THIS RECORD MAY BE DISCLOSED TO FOREIGN DISSEMINTION WITHOUT A "NEED TO KNOW." AS PER 49 U.S.C. 114(r) AND 49 C.F.R. PARTS 15 AND 1520,
EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE
SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR U.S.
GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(f)

Description

(b)(3):49 U.S.C. § 114(f)

Academic Research Support

(b)(3):49 U.S.C. § 114(f)

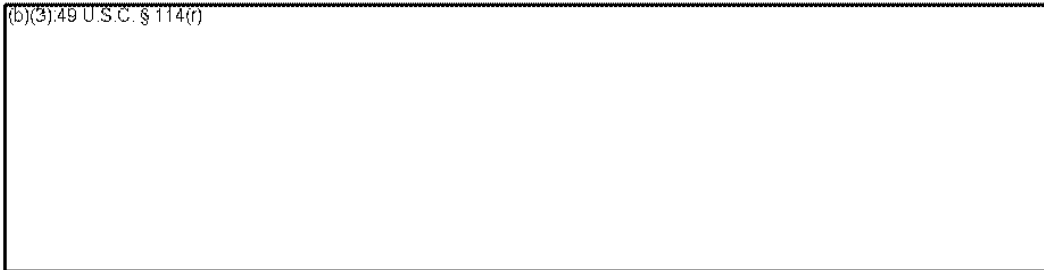
Operational Support from Suicide Bomber Incidents

(b)(3):49 U.S.C. § 114(f)

~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 152. NO PART OF THIS RECORD MAY BE DISCLOSED TO THE PUBLIC WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 152, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE SENSITIVE SECURITY INFORMATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR CRIMINAL ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 152.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3)49 U.S.C. § 114(r)



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(b)(3)49 U.S.C. § 114(r)

[Redacted content]

Description

(b)(3)49 U.S.C. § 114(r)

[Redacted content]

Academic Research Support

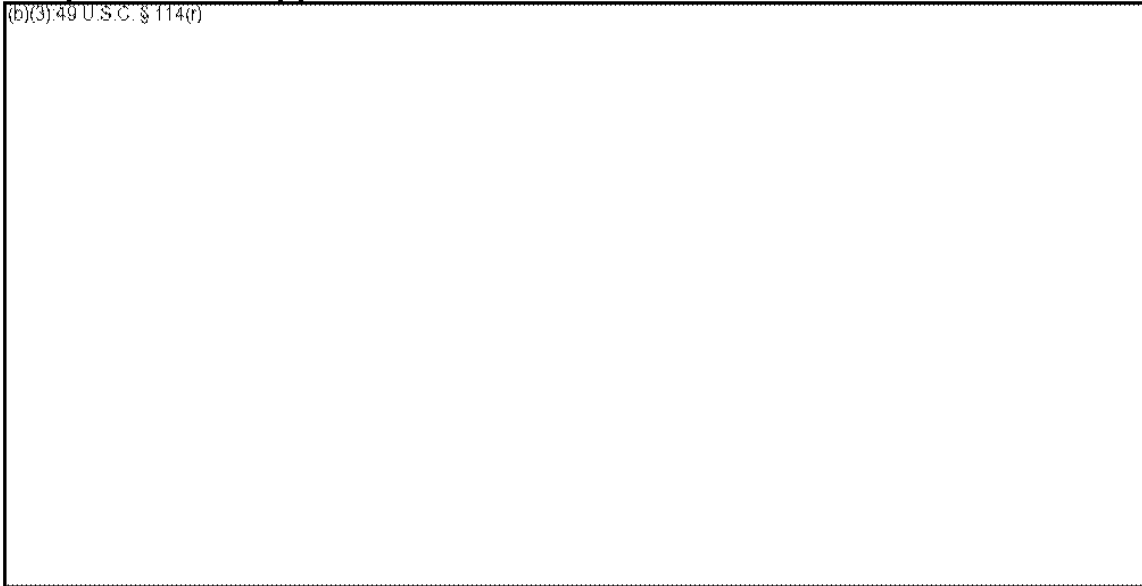
(b)(3)49 U.S.C. § 114(r)

[Redacted content]

~~SENSITIVE SECURITY INFORMATION IS INDICATED~~
WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER D.C.F.R. PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO THE PUBLIC UNDER A "NEED TO KNOW" STANDARD AS SET FORTH IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.

Operational Support from Suicide Bomber Incidents

(b)(3)49 U.S.C. § 114(f)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(f)

Description

(b)(3):49 U.S.C. § 114(f)

Operational Support from Suicide Bomber Incidents

(b)(3):49 U.S.C. § 114(f)

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SENSITIVE SECURITY INFORMATION

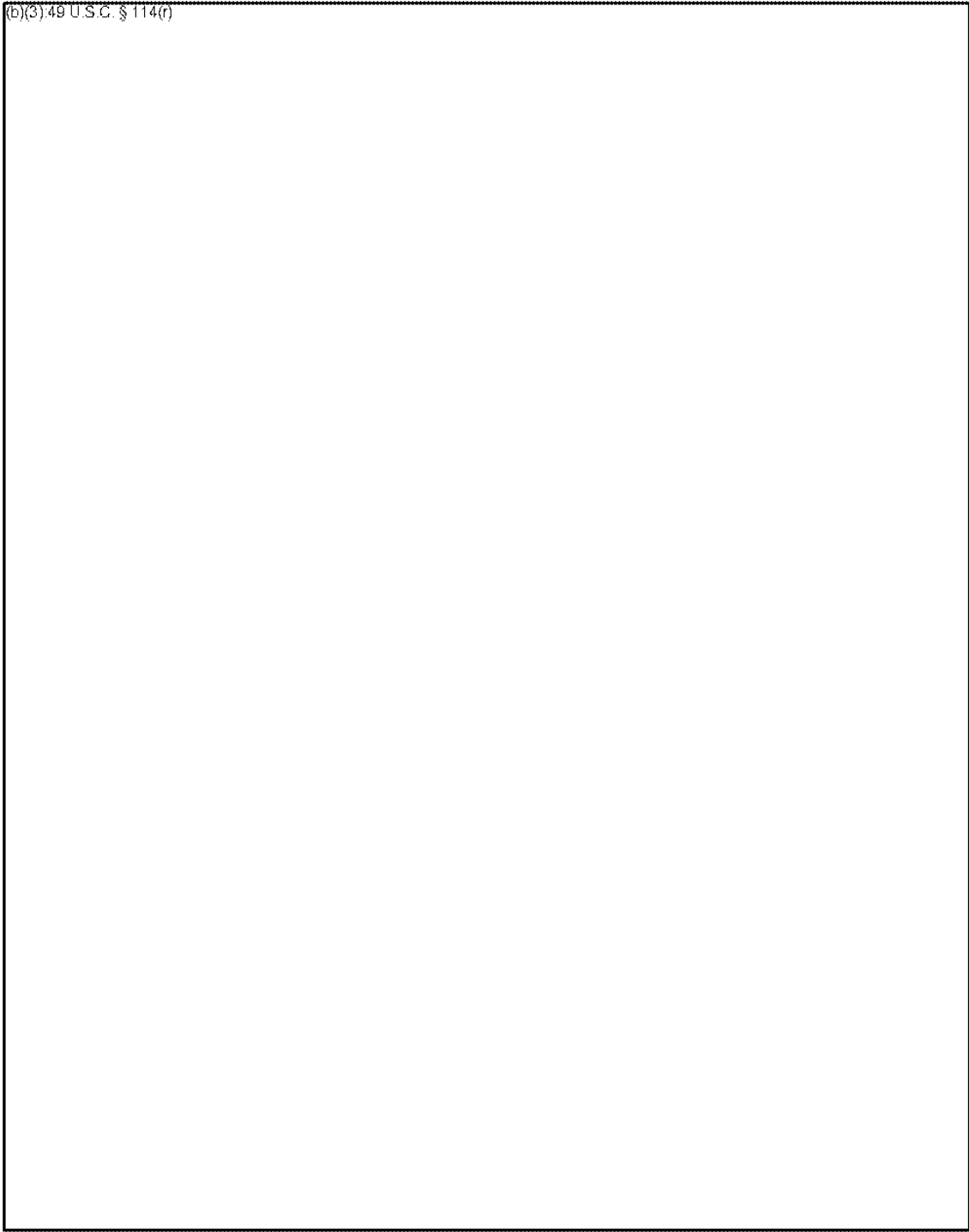
(b)(3)49 U.S.C. § 114(f)



~~SENSITIVE SECURITY INFORMATION
WHICH APPEARS ON THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520 AND
PART OF THIS RECORD MAY BE DISCLOSED TO OTHER PERSONS WITHOUT A "NEED TO KNOW" BASIS AS PROVIDED IN 49 C.F.R. PARTS 15 AND 1520,
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SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR C.S.
AGENCY AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

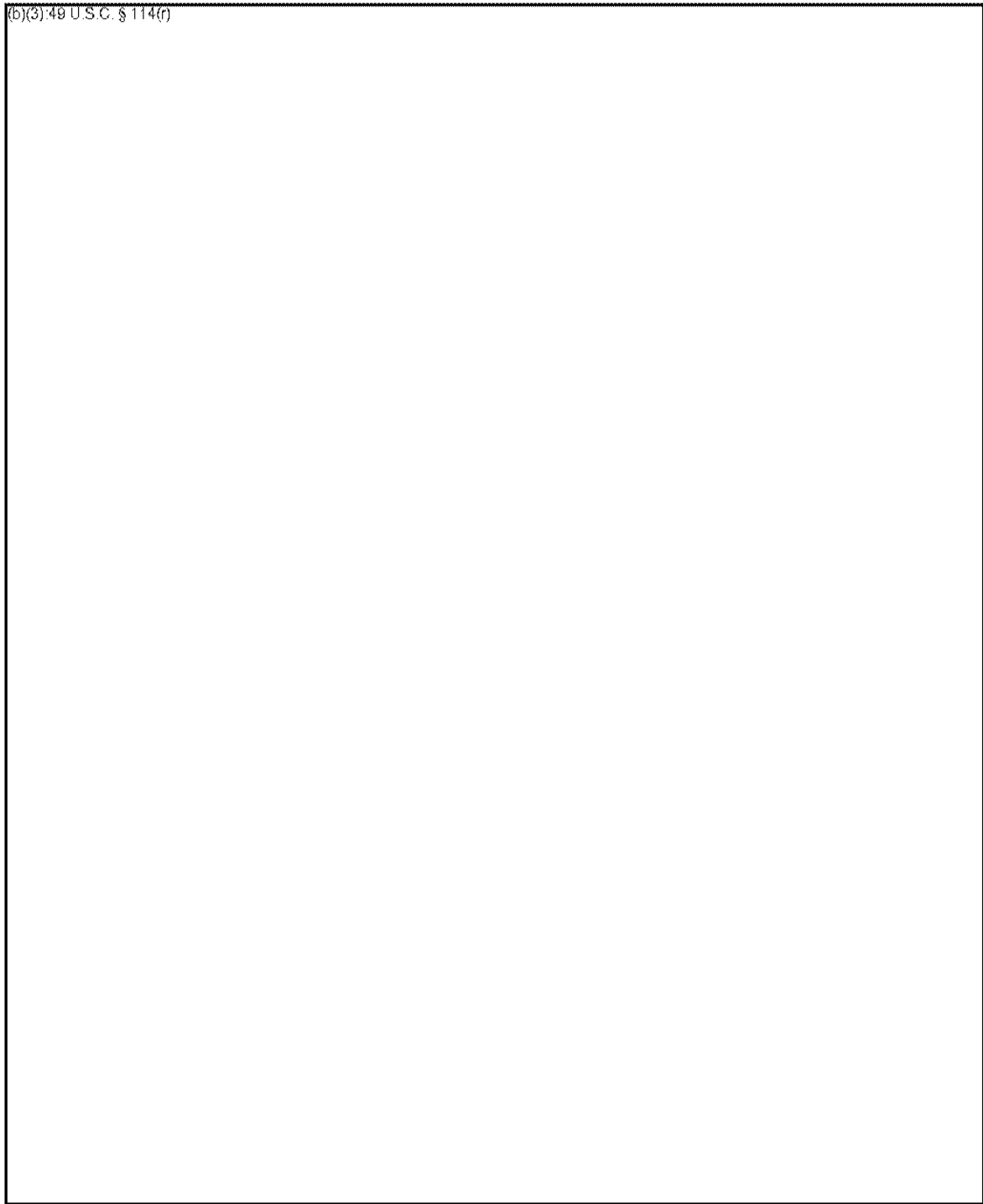
(b)(3):49 U.S.C. § 114(r)



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~~SENSITIVE SECURITY INFORMATION~~

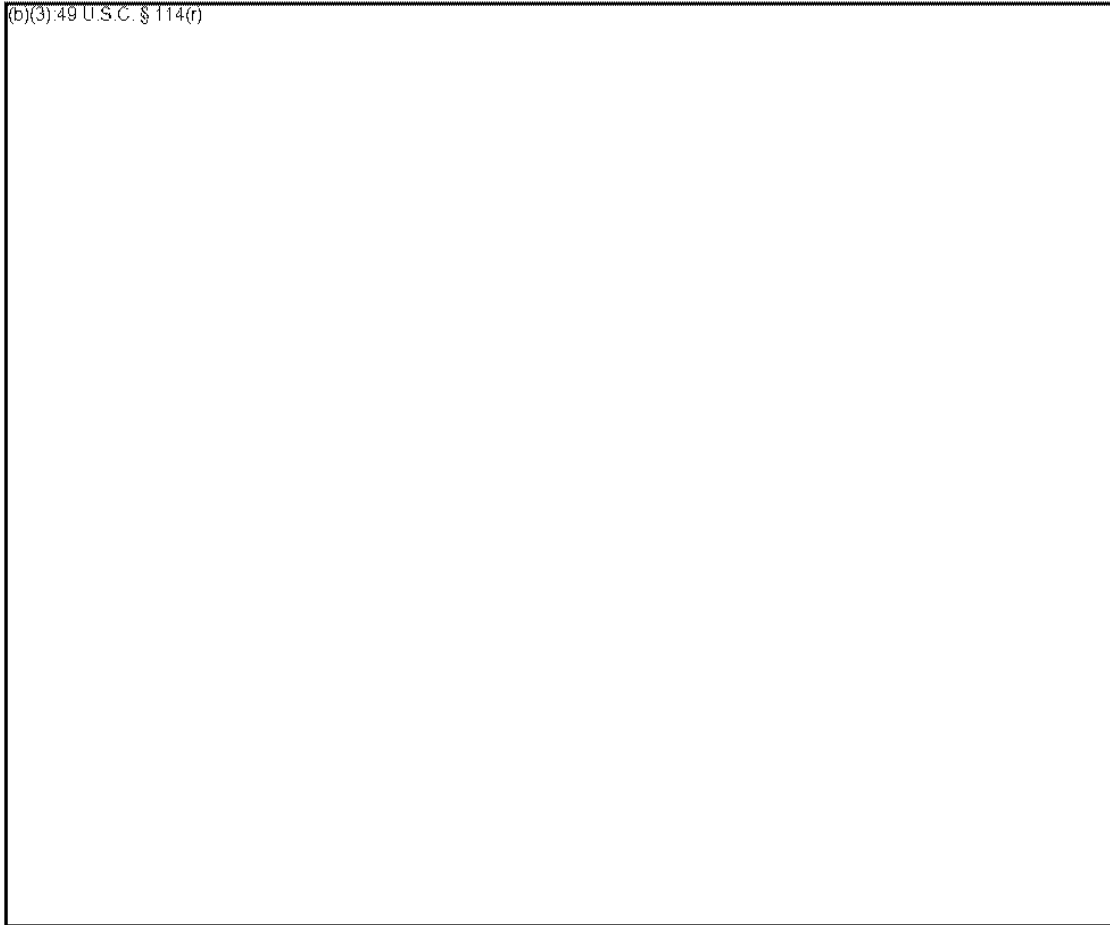
(b)(3)-49 U.S.C. § 114(f)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(f)



~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WHO ARE NOT AUTHORIZED TO KNOW THE INFORMATION CONTAINED HEREIN EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTIONS BY THE TRANSPORTATION SECURITY ADMINISTRATION OR OTHER GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(f)

Description

(b)(3):49 U.S.C. § 114(f)

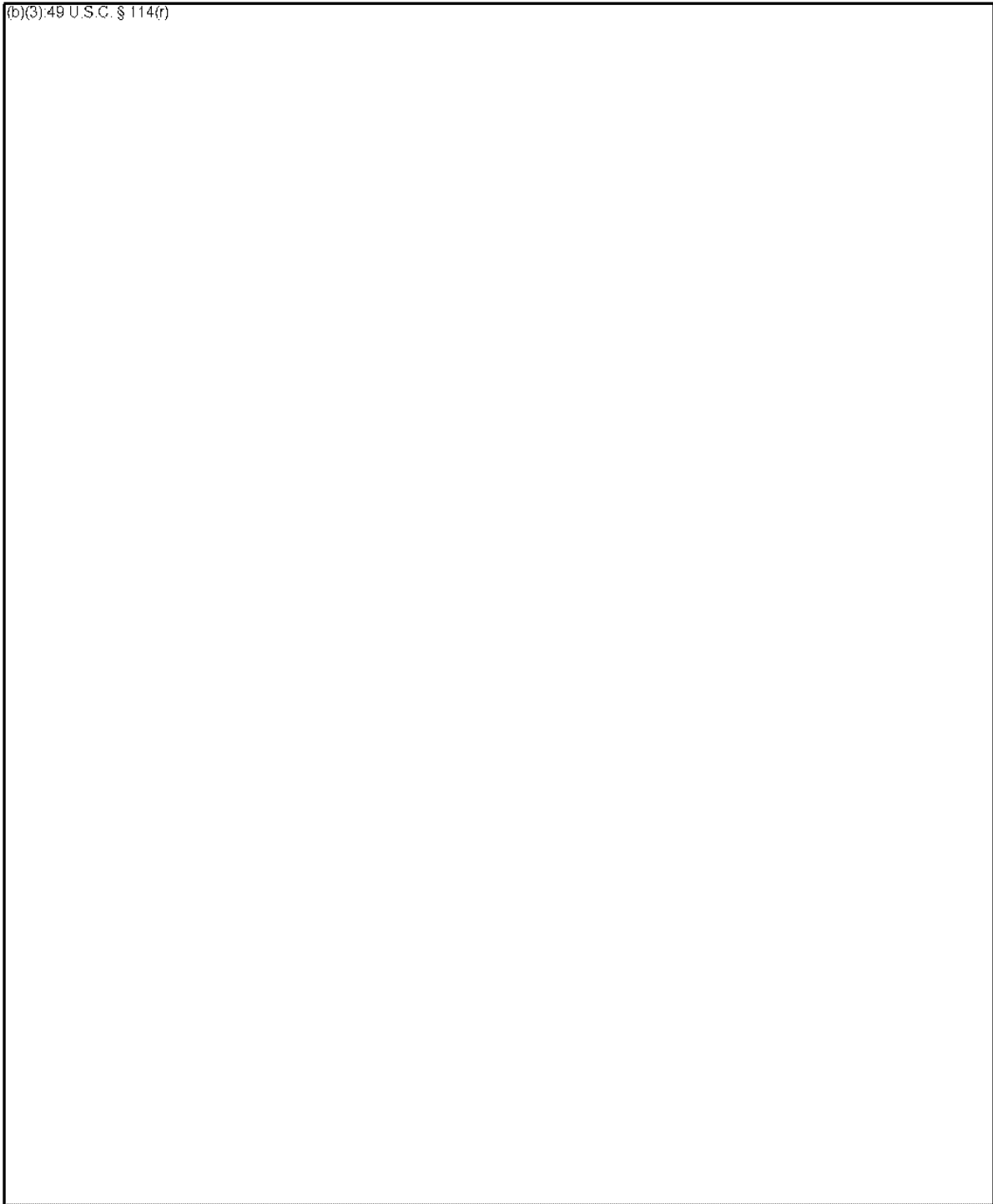
Operational Support from Suicide Bomber Incidents

(b)(3):49 U.S.C. § 114(f)

~~WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER D.C.F.R. PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW" AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

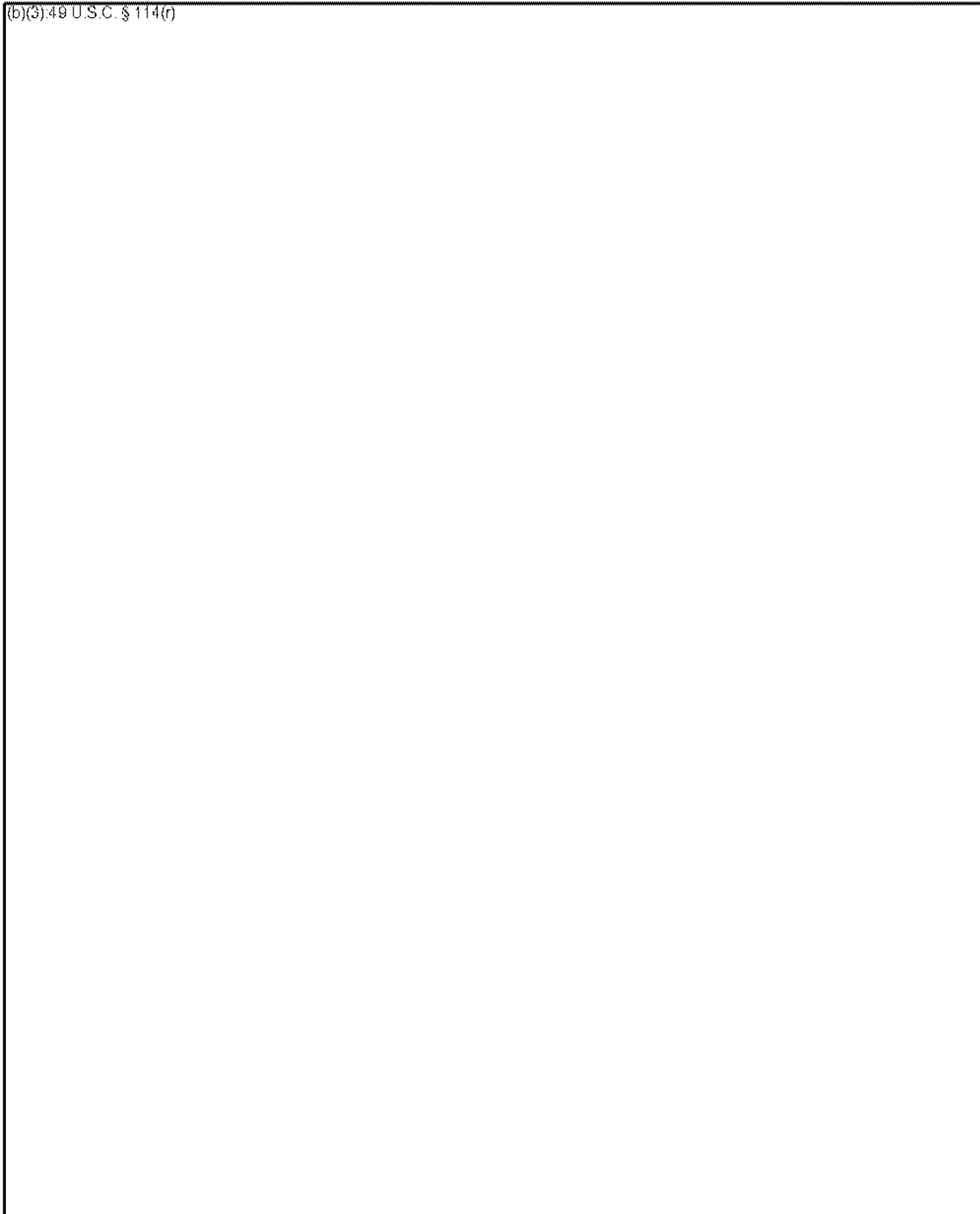
(b)(3):49 U.S.C. § 114(f)



~~THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WHO ARE KNOWN TO BE EMPLOYEES OF THE DEPARTMENT OF TRANSPORTATION EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE DEPARTMENT OF TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION UNDER FEDERAL GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

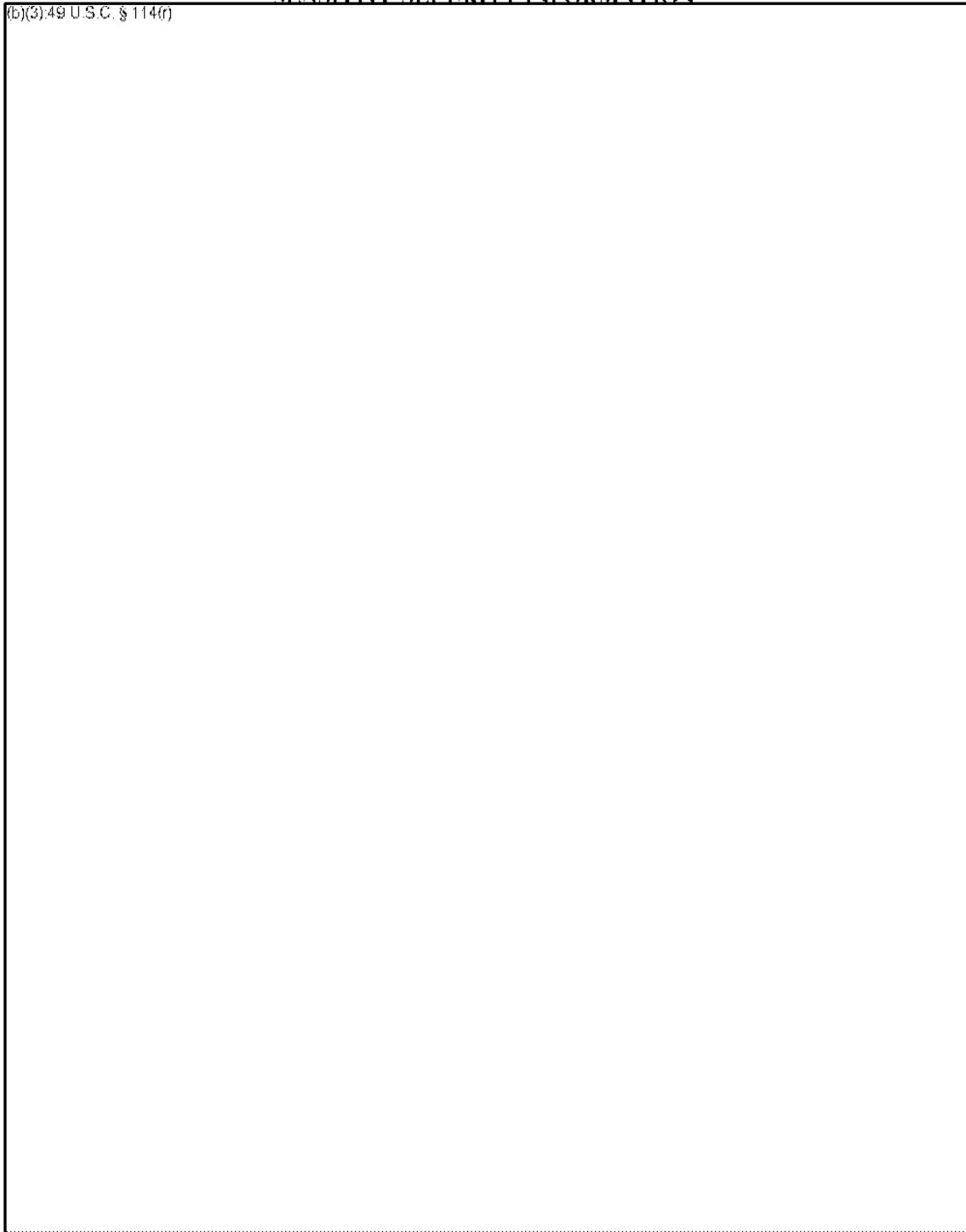
(b)(3); 49 U.S.C. § 114(r)



~~SENSITIVE SECURITY INFORMATION~~
WHY THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER E.O. 13526 AND
PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WHO DO NOT NEED TO KNOW IT IS SET FORTH IN 49 C.F.R. PARTS 15 AND 1520,
EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE FEDERAL AVIATION SECURITY ADMINISTRATION OR THE
SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTIONS BY U.S.
GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.

~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(f)

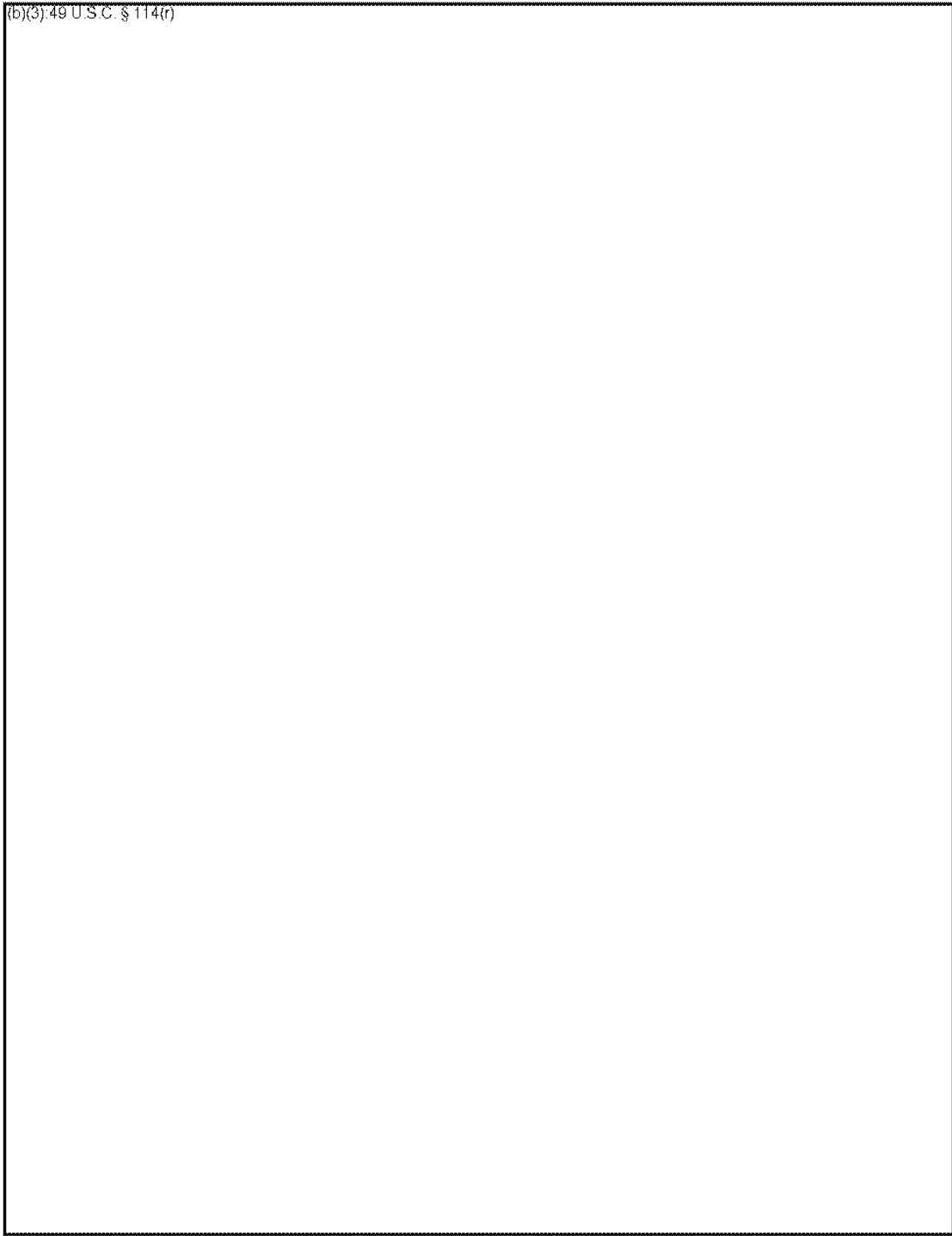


~~SENSITIVE SECURITY INFORMATION~~

~~WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO AN INDIVIDUAL WHO HAS A NEED TO KNOW 7 AS AN AMERICAN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTIONS BY THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

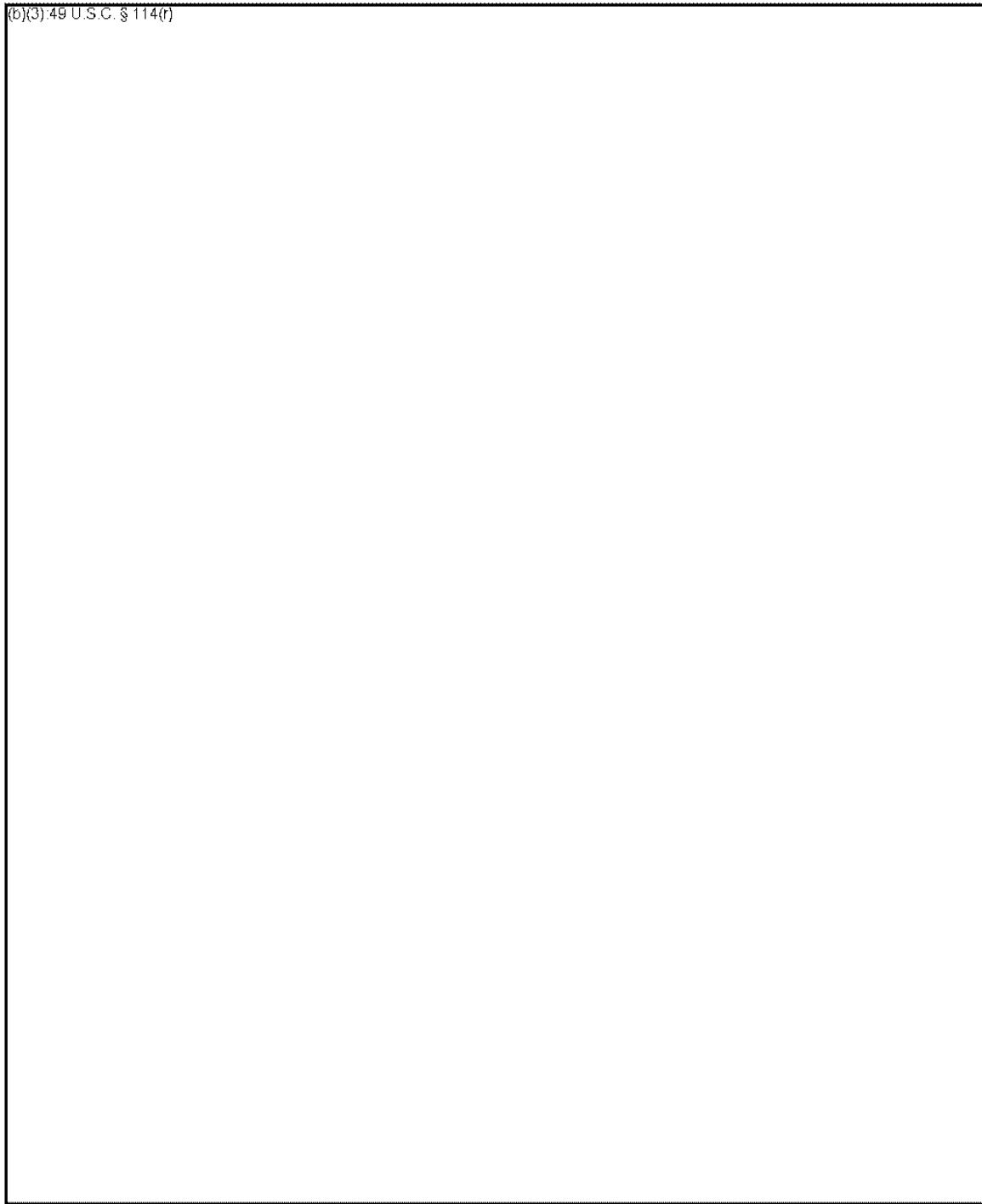
(b)(3) 49 U.S.C. § 114(r)



~~WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. PART OF THIS RECORD MAY BE DISCLOSED TO A PERSON WHO HAS A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF THE DEPARTMENT OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION BY U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(f)



~~WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO ANY PERSON UNLESS YOU HAVE A "NEED TO KNOW," AS ALLIED TO 49 U.S.C. 114 AND 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTIONS BY FEDERAL GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

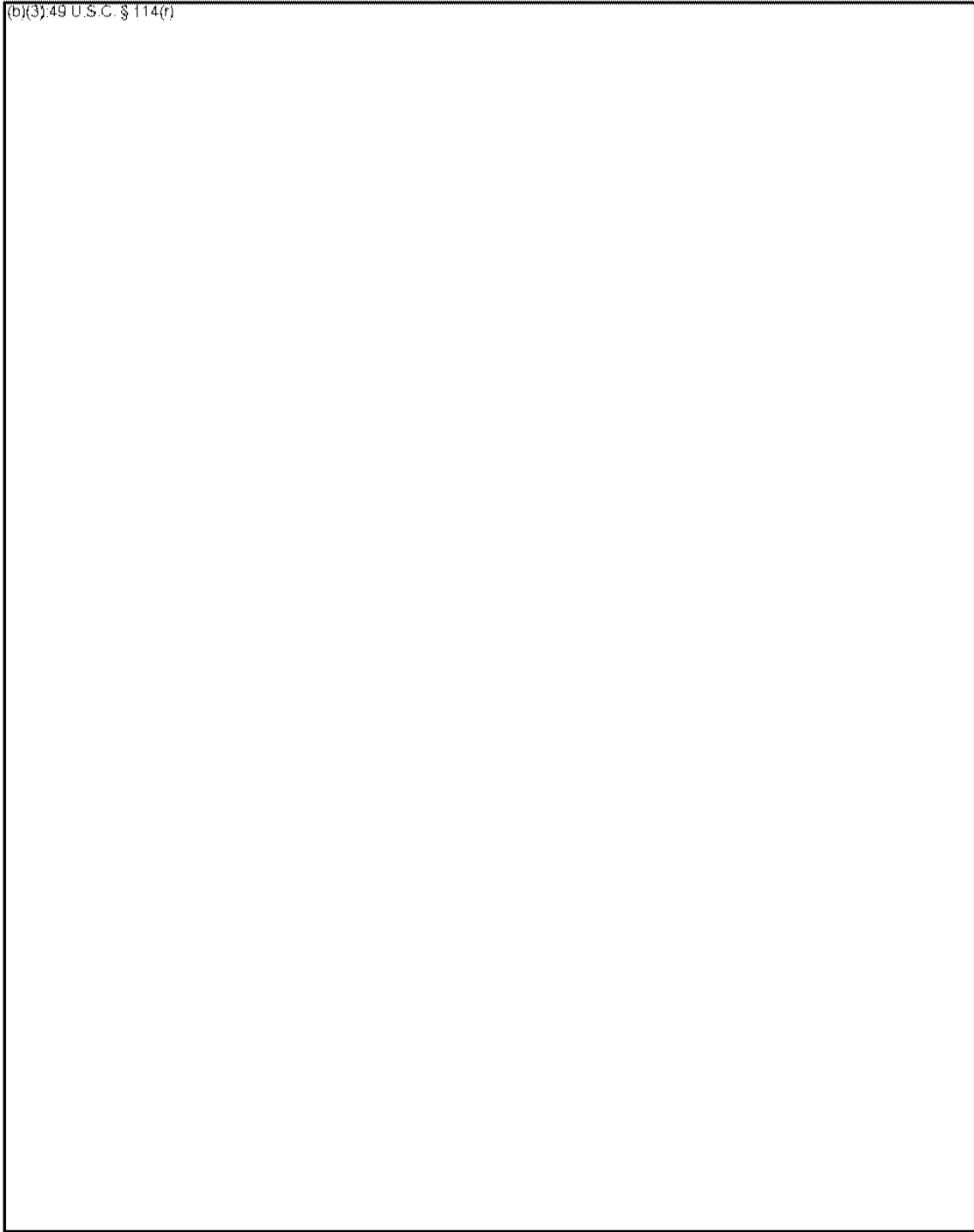
(b)(3):49 U.S.C. § 114(r)



~~THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER E.O. 13526 AND 49 CFR PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO ANY PERSON WITHOUT A "NEED TO KNOW" AS AUTHORIZED IN 49 CFR PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE DEPARTMENT OF TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ENFORCEMENT ACTIONS BY THE APPLICABLE AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

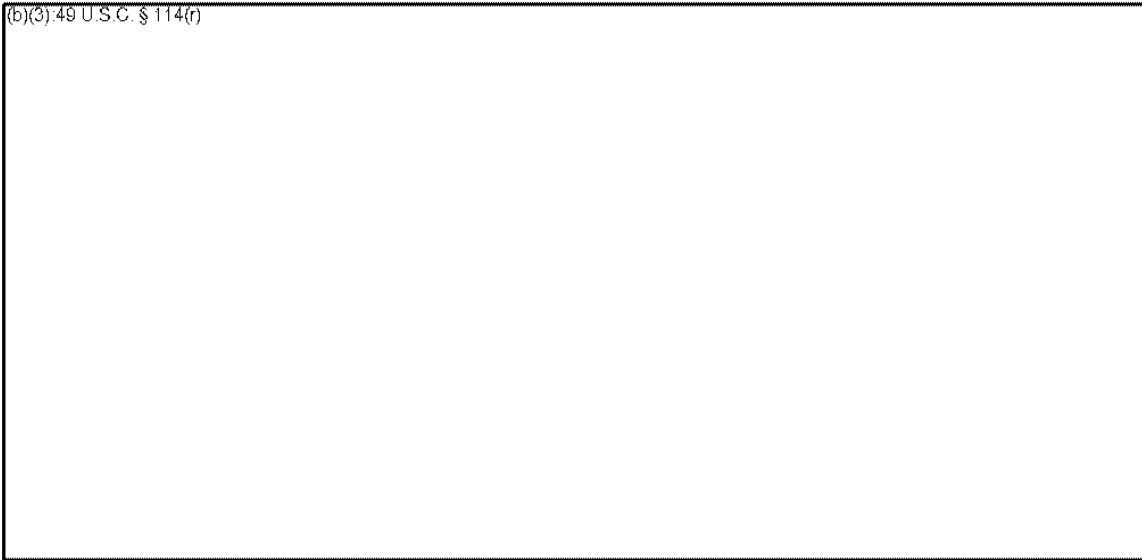
(b)(3)49 U.S.C. § 114(f)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3); 49 U.S.C. § 114(f)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(r)

Description

(b)(3):49 U.S.C. § 114(r)

Operational Support from Suicide Bomber Incidents

(b)(3):49 U.S.C. § 114(r)

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~~SENSITIVE SECURITY INFORMATION~~

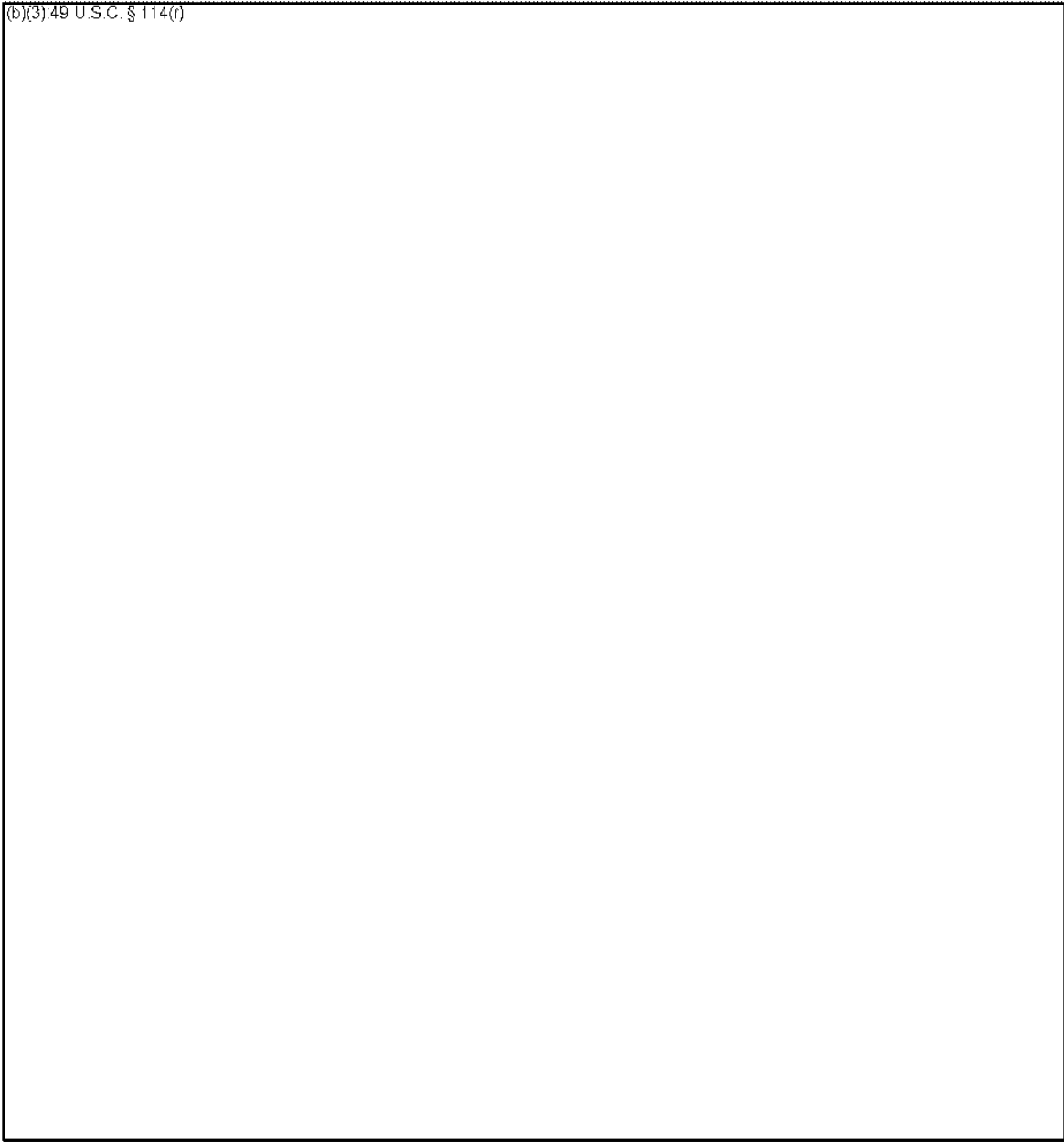
(b)(3)49 U.S.C. § 114(f)



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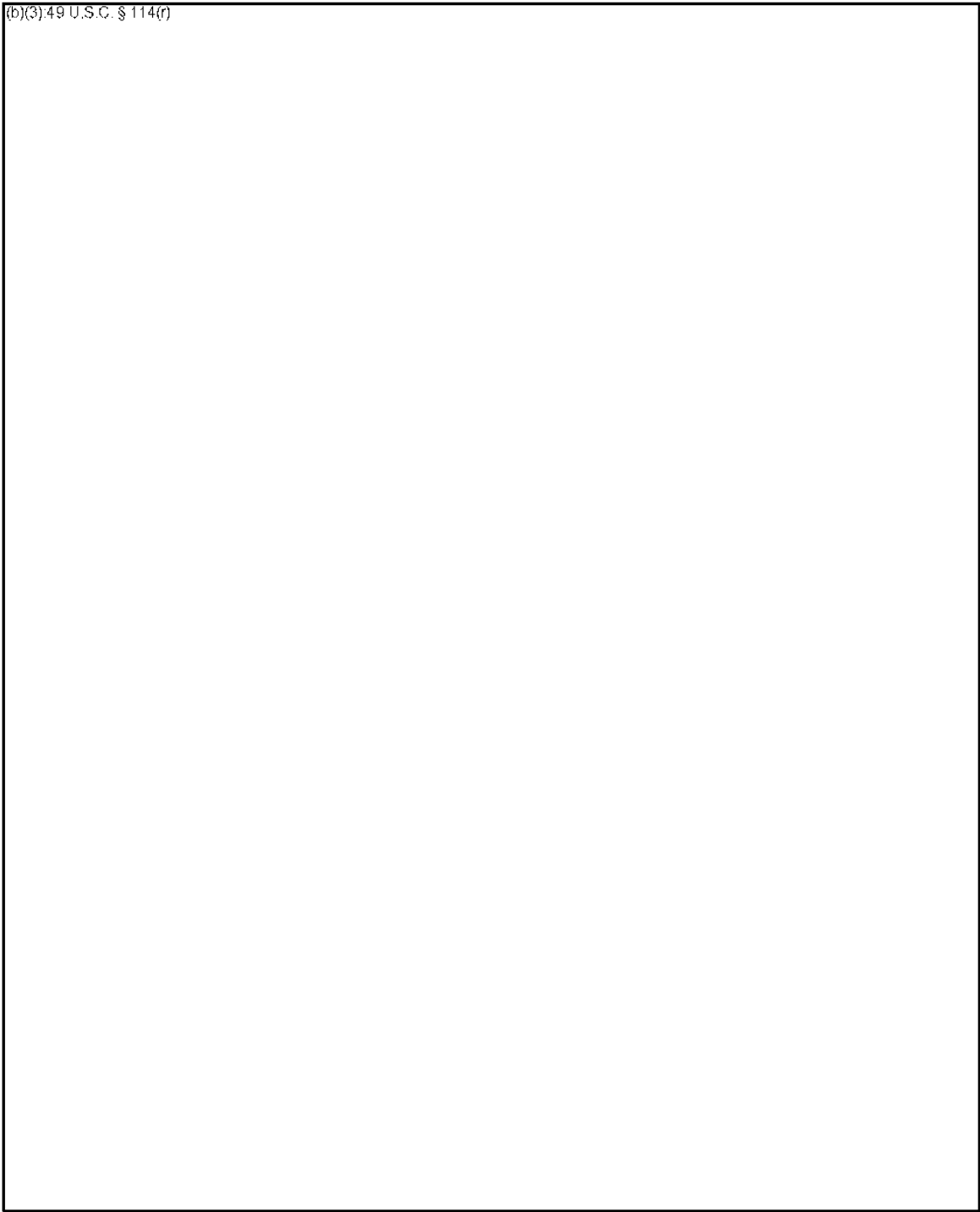
(b)(3) 49 U.S.C. § 114(f)



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PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WHO HAVE A "NEED TO KNOW" AS AUTHORIZED IN 49 C.F.R. PARTS 15 AND 1520,
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~~SENSITIVE SECURITY INFORMATION~~

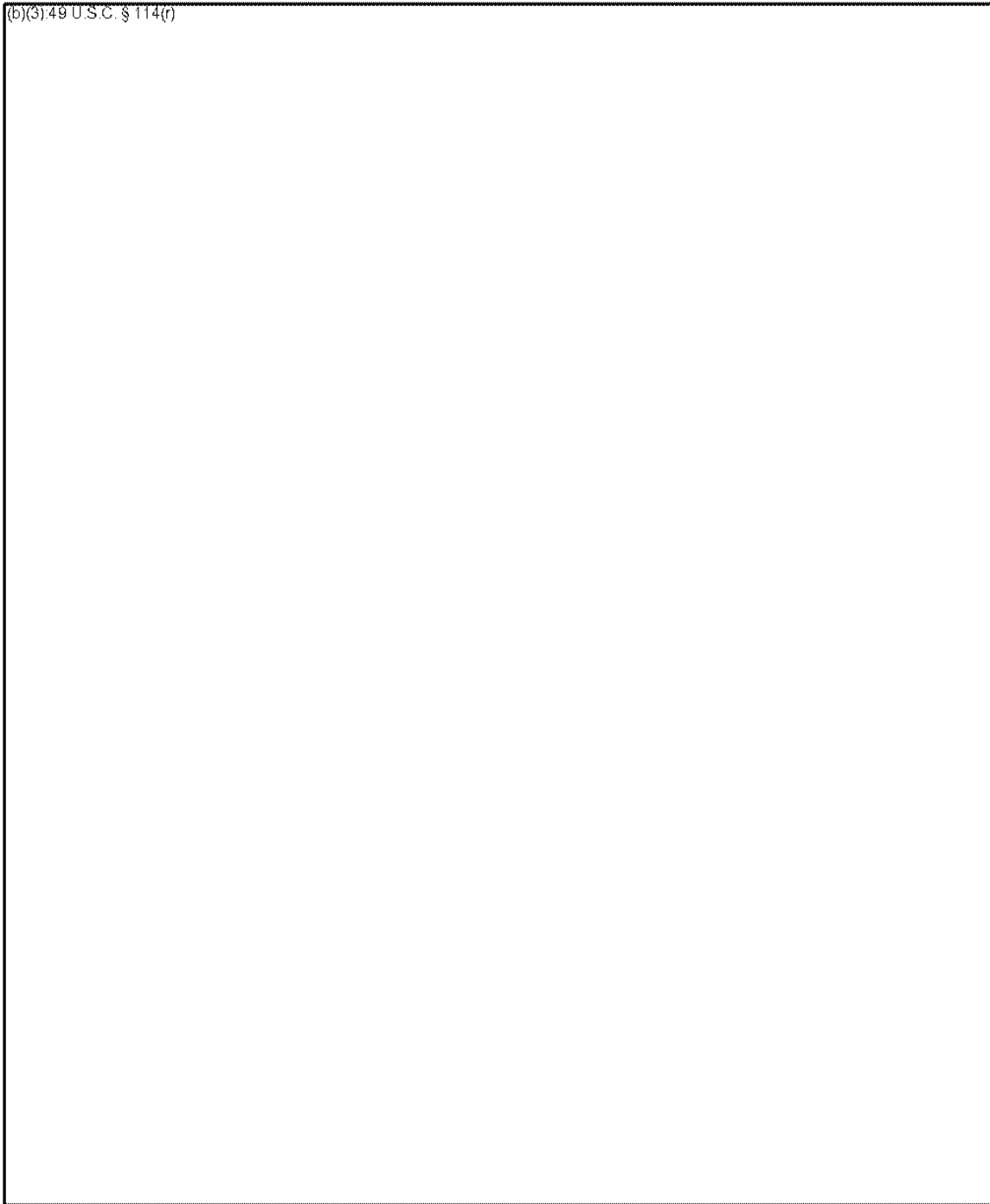
(b)(3)49 U.S.C. § 114(r)



~~WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15.1201-15.1203 AND 49 C.F.R. PARTS 15.1301-15.1303. UNAUTHORIZED DISCLOSURE OF THIS INFORMATION TO ANY OTHER PERSON IS PROHIBITED. UNLESS INDICATED OTHERWISE, THIS INFORMATION IS UNCLASSIFIED EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

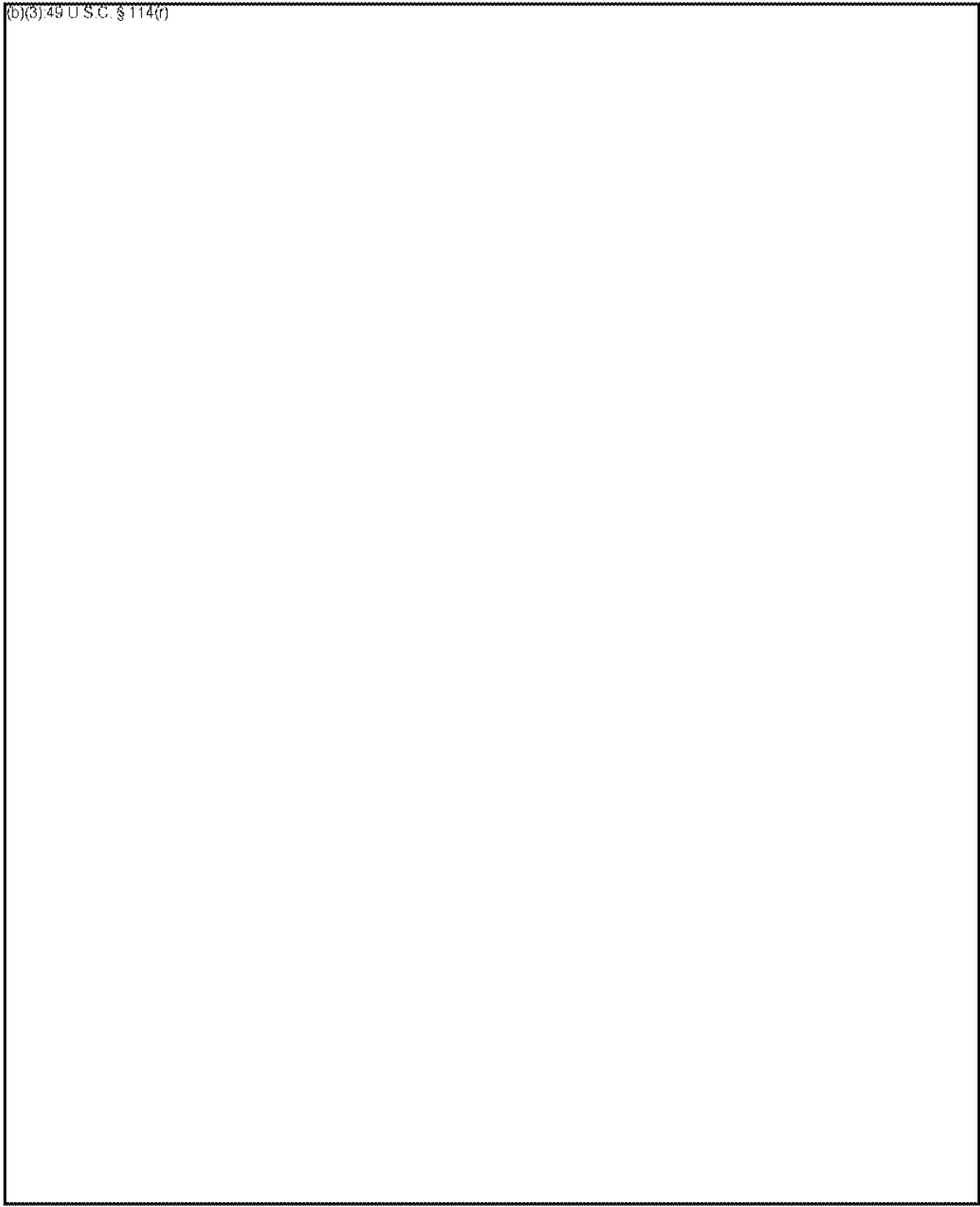
(b)(3)49 U.S.C. § 114(r)



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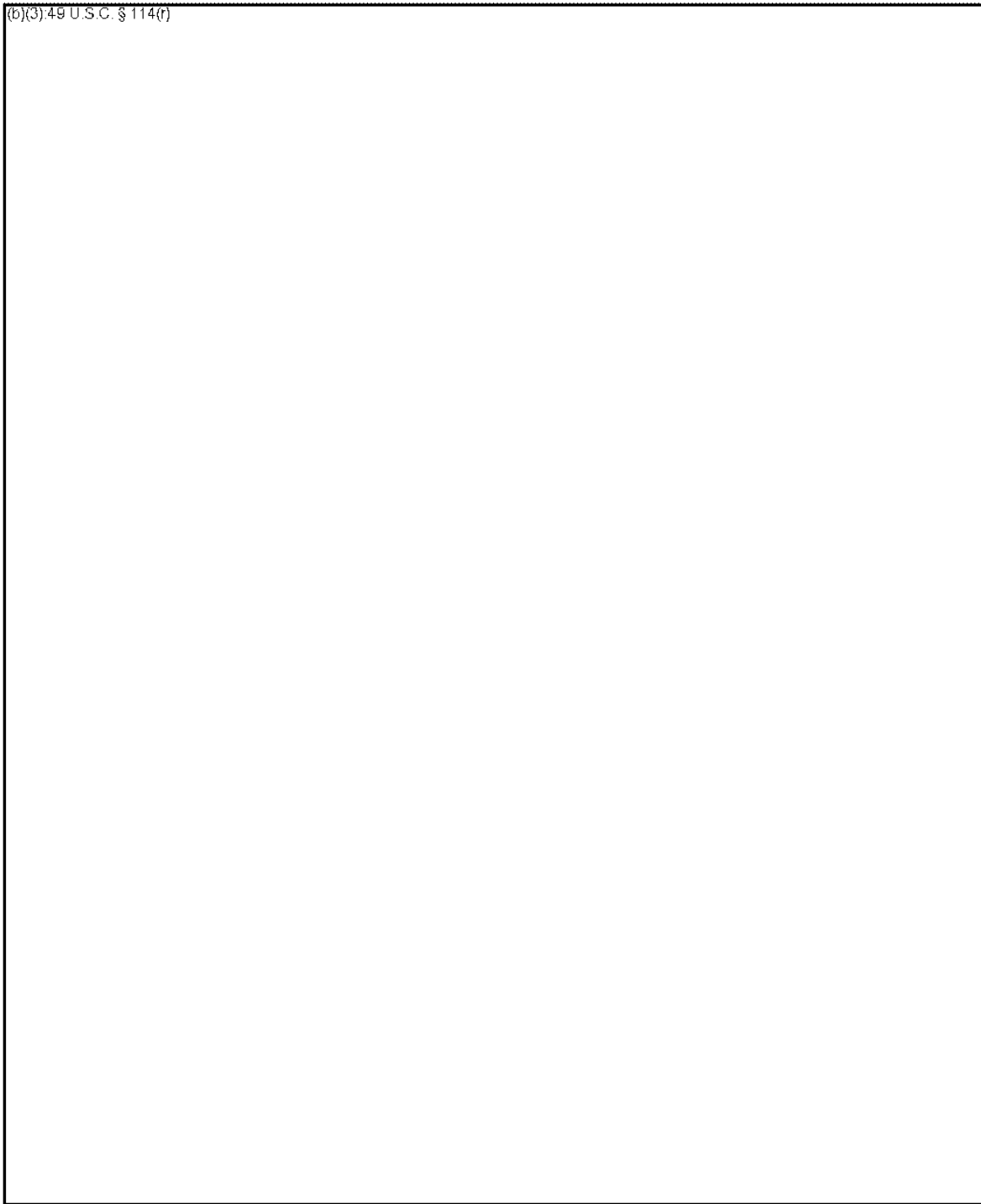
(b)(3):49 U.S.C. § 114(r)



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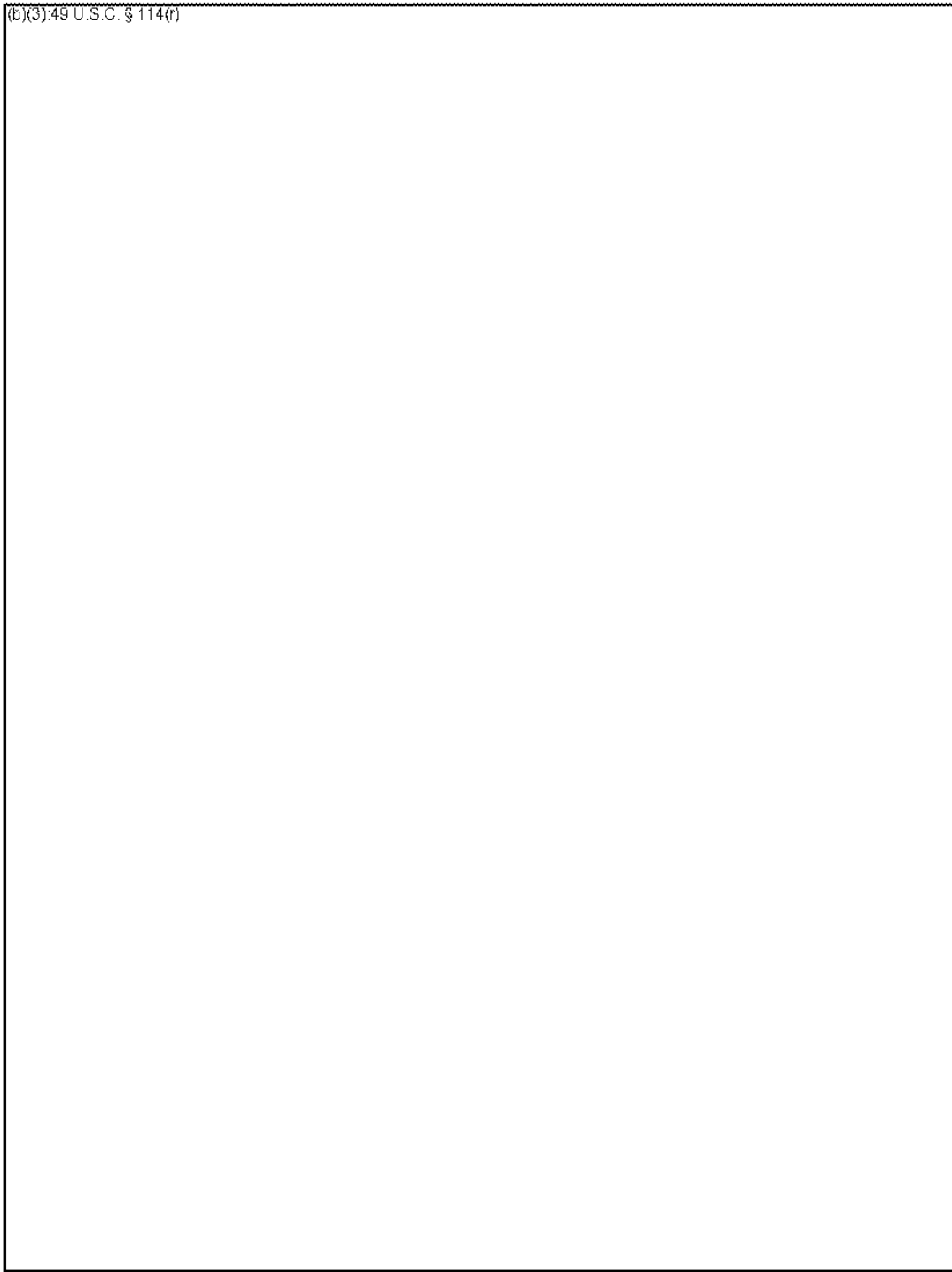
(b)(3) 49 U.S.C. § 114(r)



~~WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15, 1552, 1553 AND PART OF THIS RECORD MAY BE DISCLOSED TO OTHERS WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR CRIMINAL ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(f)



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~~SENSITIVE SECURITY INFORMATION~~

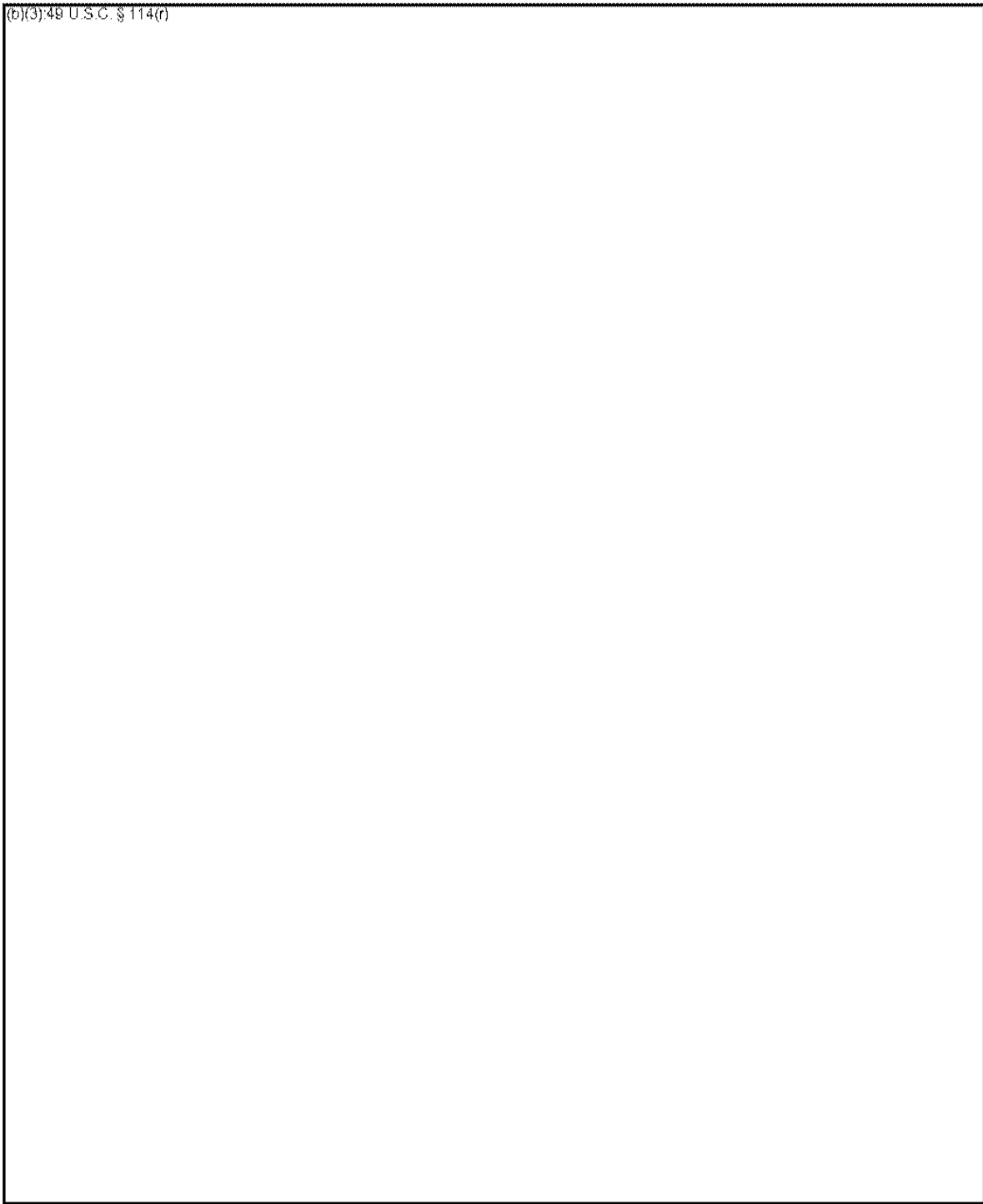
(b)(3) 49 U.S.C. § 114(r)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(f)



~~SENSITIVE SECURITY INFORMATION~~

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~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(r)



SENSITIVE SECURITY INFORMATION

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(b)(3):49 U.S.C. § 114(r)



Description

(b)(3):49 U.S.C. § 114(r)



Operational Support from Suicide Bomber Incidents

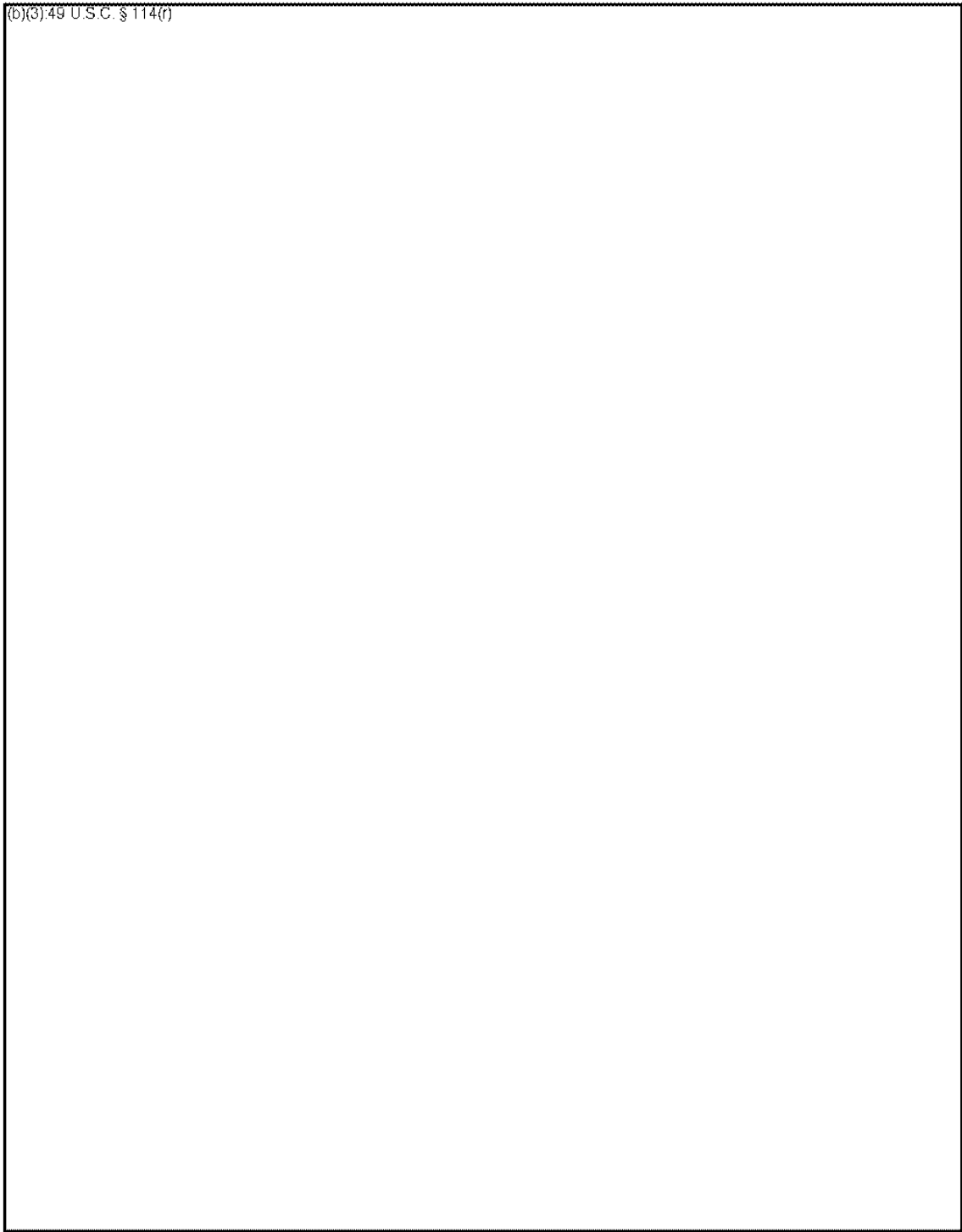
(b)(3):49 U.S.C. § 114(r)



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~~SENSITIVE SECURITY INFORMATION~~

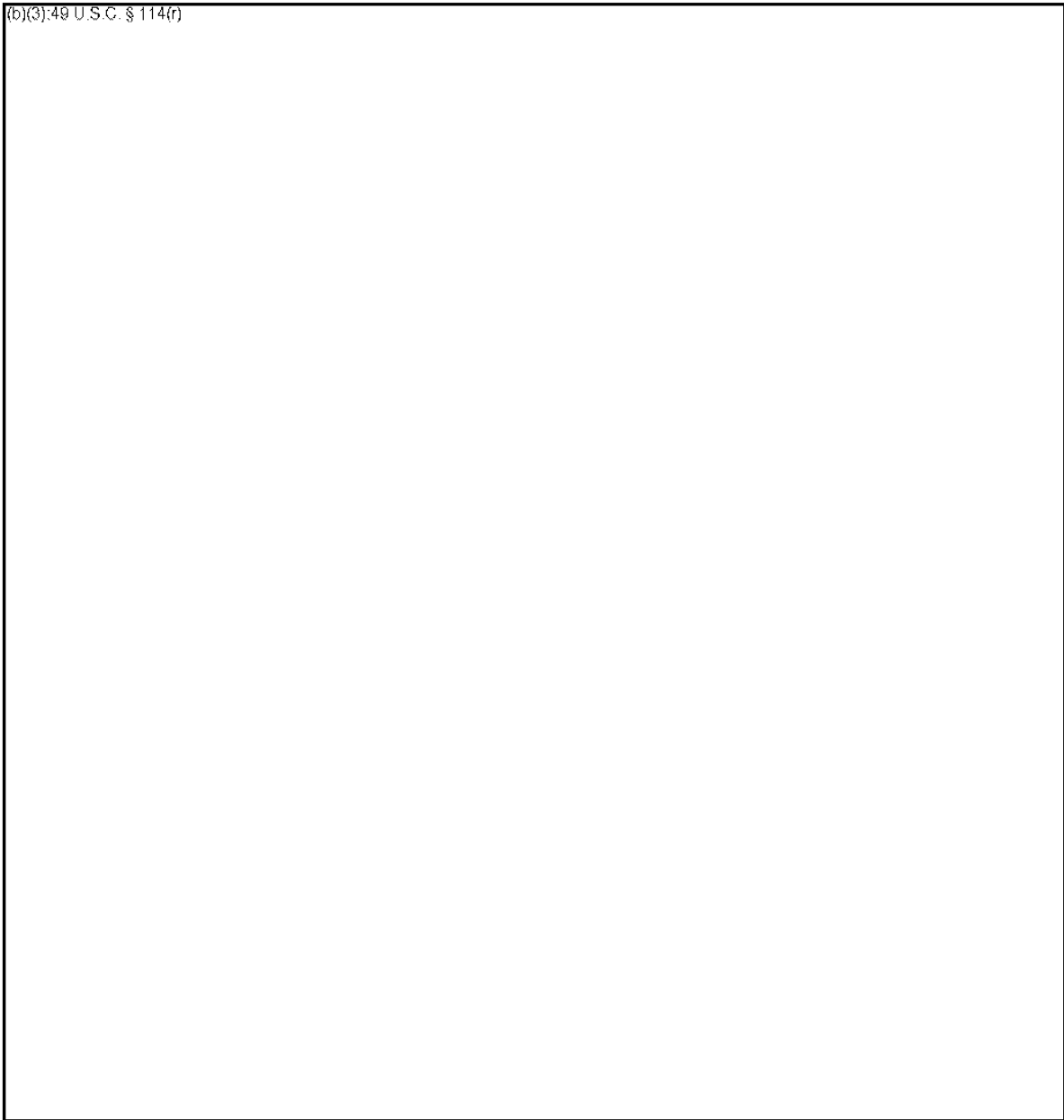
(b)(3):49 U.S.C. § 114(f)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3);49 U.S.C. § 114(f)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(f)

Description

(b)(3):49 U.S.C. § 114(f)

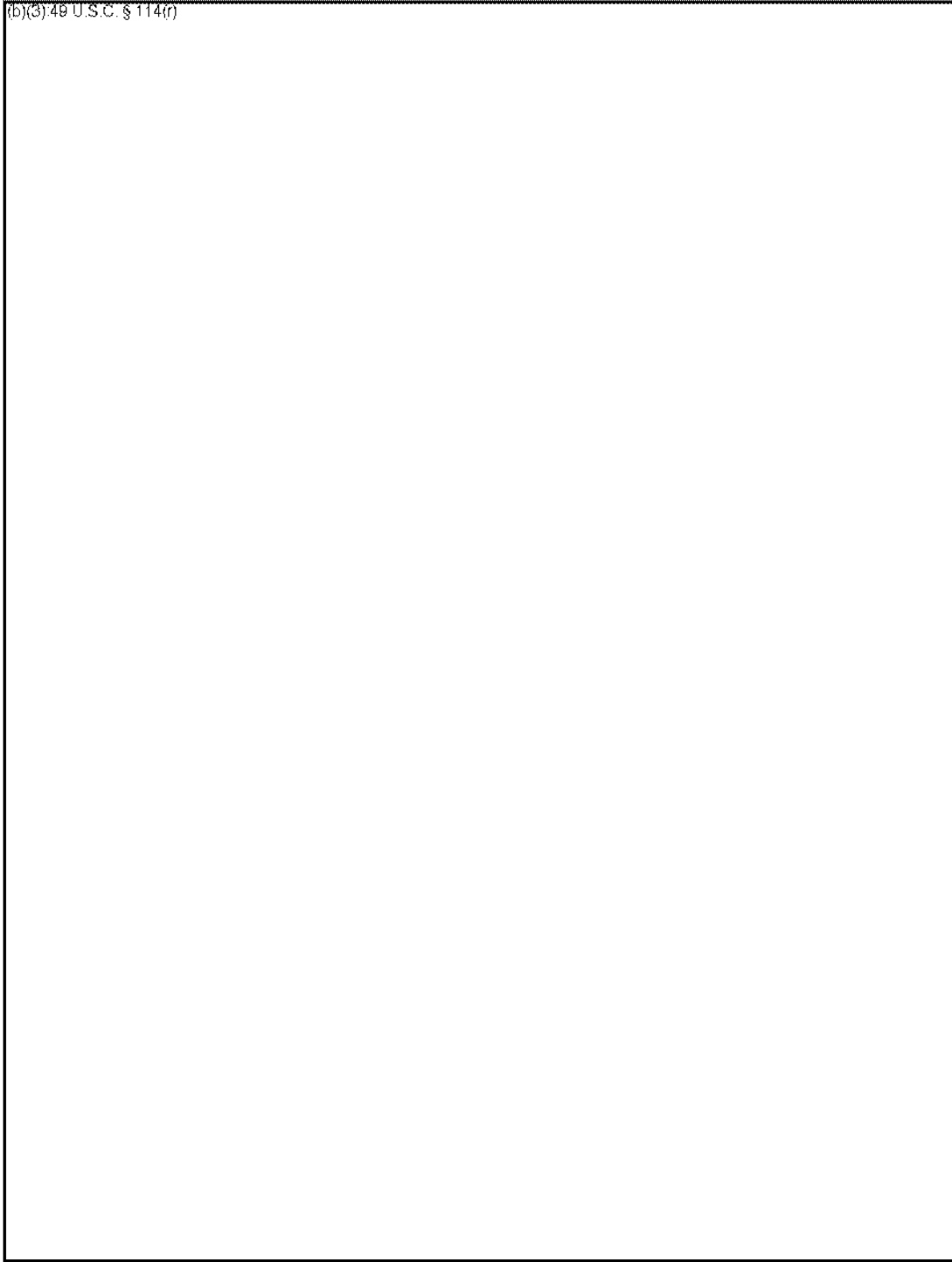
Operational Support from Suicide Bomber Incidents

(b)(3):49 U.S.C. § 114(f)

~~VIEW OF THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WHO ARE KNOWN TO BE EMPLOYEES OF CERTAIN FEDERAL AGENCIES, PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

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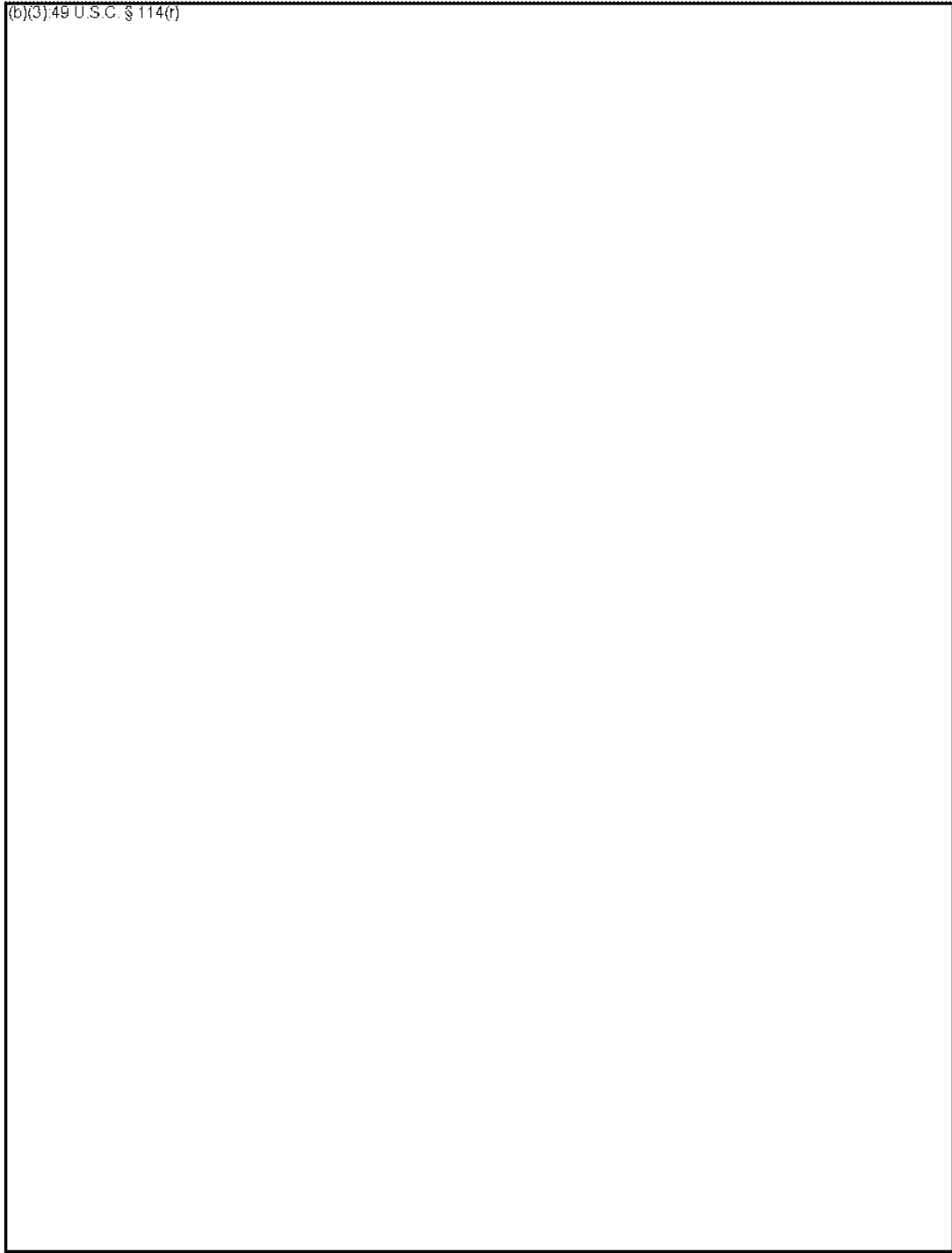
(b)(3) 49 U.S.C. § 114(f)



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~~SENSITIVE SECURITY INFORMATION~~

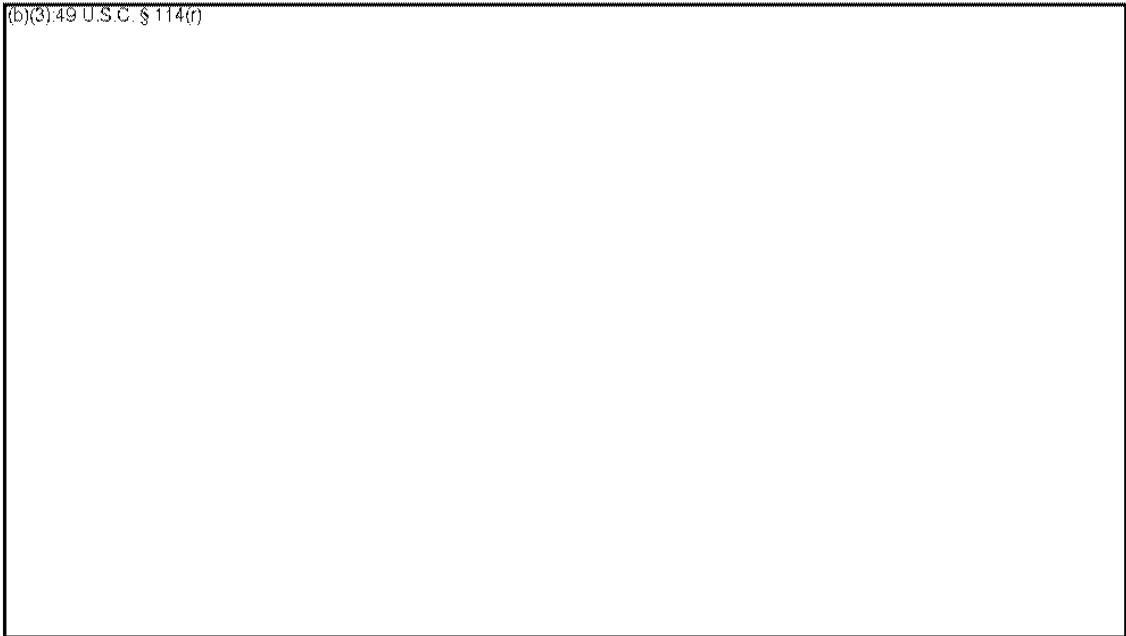
(b)(3) 49 U.S.C. § 114(r)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(f)



~~WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO ANYONE WITHOUT A "NEED TO KNOW" AS SET FORTH IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTIONS UNDER FEDERAL AND STATE LAWS. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(r)

[Redacted content]

Description

(b)(3):49 U.S.C. § 114(r)

[Redacted content]

Academic Research Support

(b)(3):49 U.S.C. § 114(r)

[Redacted content]

Operational Support from Suicide Bomber Incidents

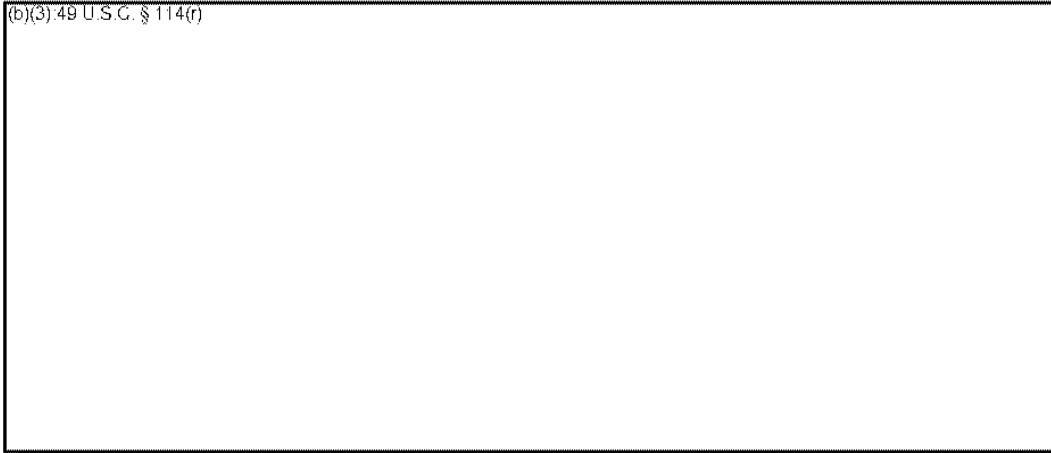
(b)(3):49 U.S.C. § 114(r)

[Redacted content]

~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER D.C.F.R. PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO THE PUBLIC WITHOUT A "NEED TO KNOW" BASIS UNDER 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION BY THE U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(f)



~~THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520 AND
PART OF THIS RECORD MAY BE DISCLOSED TO OTHERS WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520,
EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATION OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE
SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER SANCTIONS FOR U.S.
GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(r)

[Redacted content]

Description

(b)(3) 49 U.S.C. § 114(r)

[Redacted content]

Operational Support from Suicide Bomber Incidents

(b)(3) 49 U.S.C. § 114(r)

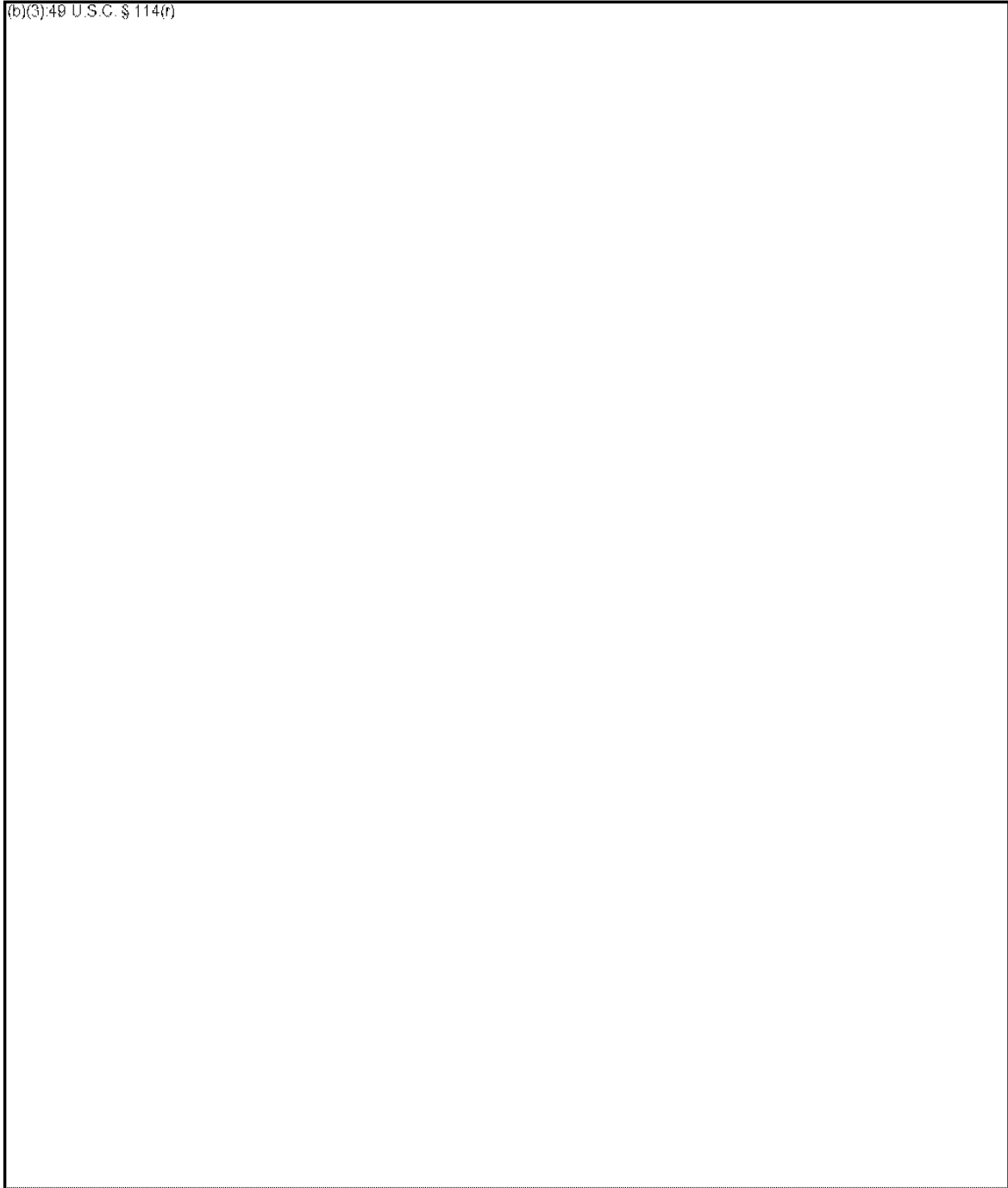
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~~SENSITIVE SECURITY INFORMATION~~

~~ANY COPY OF THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO THE PUBLIC WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE FEDERAL AVIATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION UNDER U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3)49 U.S.C. § 114(r)



~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520 AND
PART OF THIS RECORD MAY BE DISCLOSED TO MEMBERS WITHOUT A "NEED TO KNOW," AS APPLICABLE UNDER 49 C.F.R. PARTS 15 AND 1520,
EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE
SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR C.S.
GOVERNMENT OFFENSES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(f)



~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. PART OF THIS RECORD MAY BE DECLASSIFIED BY OTHER PERSONS WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(r)

Description

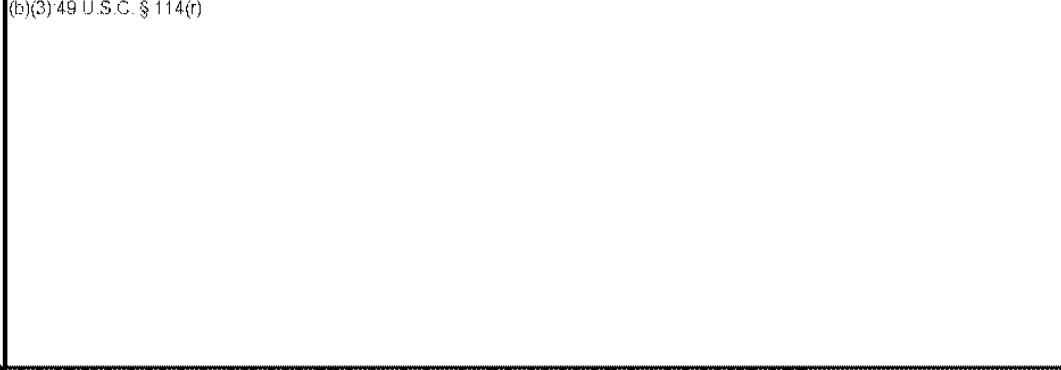
(b)(3) 49 U.S.C. § 114(r)

Academic Research Support

(b)(3) 49 U.S.C. § 114(r)

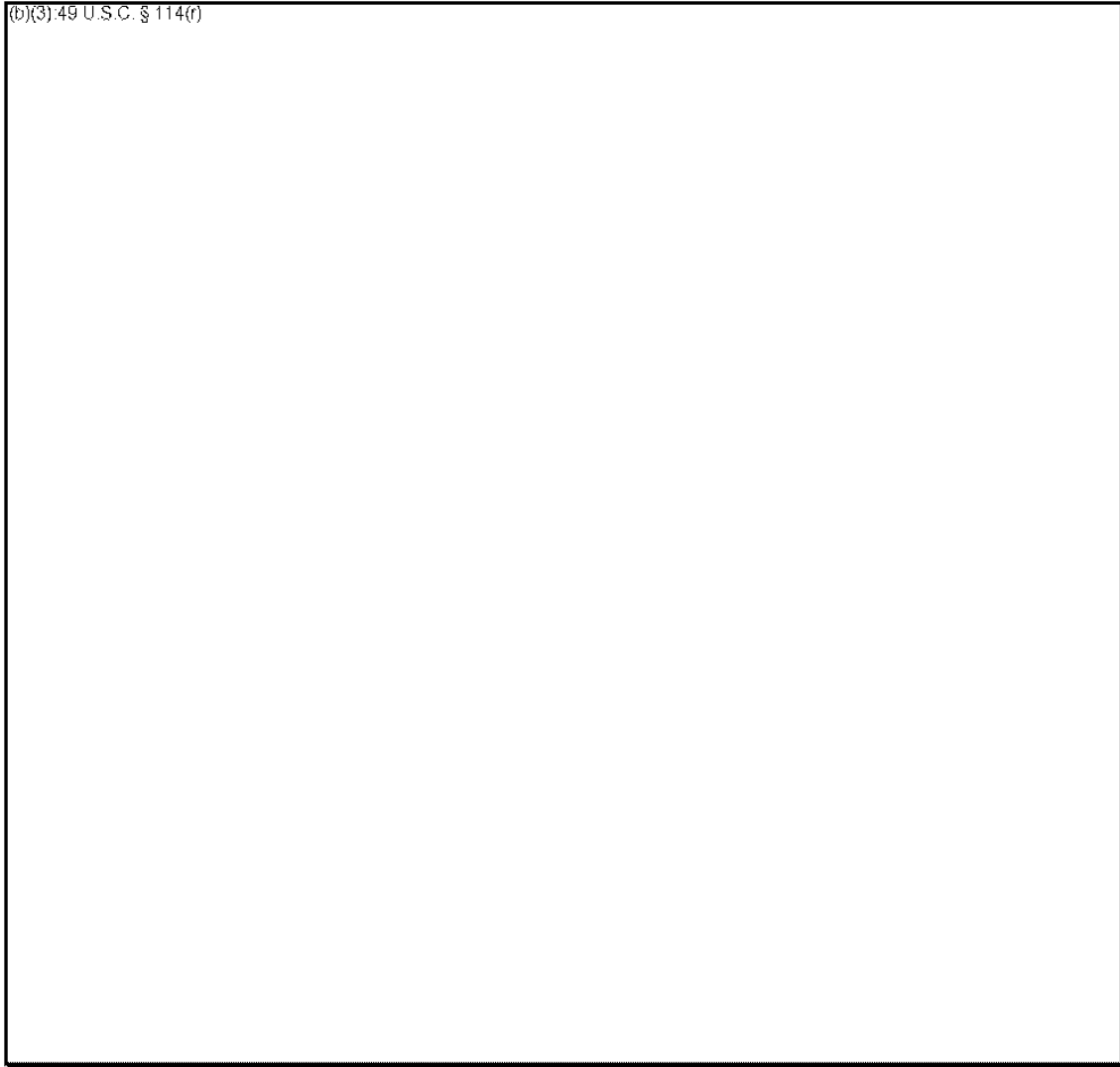
~~ANY INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE. THIS INFORMATION IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW," AS ALL INFORMATION IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

(b)(3) 49 U.S.C. § 114(f)



Operational Support from Suicide Bomber Incidents

(b)(3) 49 U.S.C. § 114(f)



~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO THE PUBLIC ONLY ON THE FOLLOWING CONDITIONS WITHOUT A "NEED TO KNOW" AS REQUIRED BY 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(f)

[Redacted content]

Description

(b)(3) 49 U.S.C. § 114(f)

[Redacted content]

Operational Support from Suicide Bomber Incidents

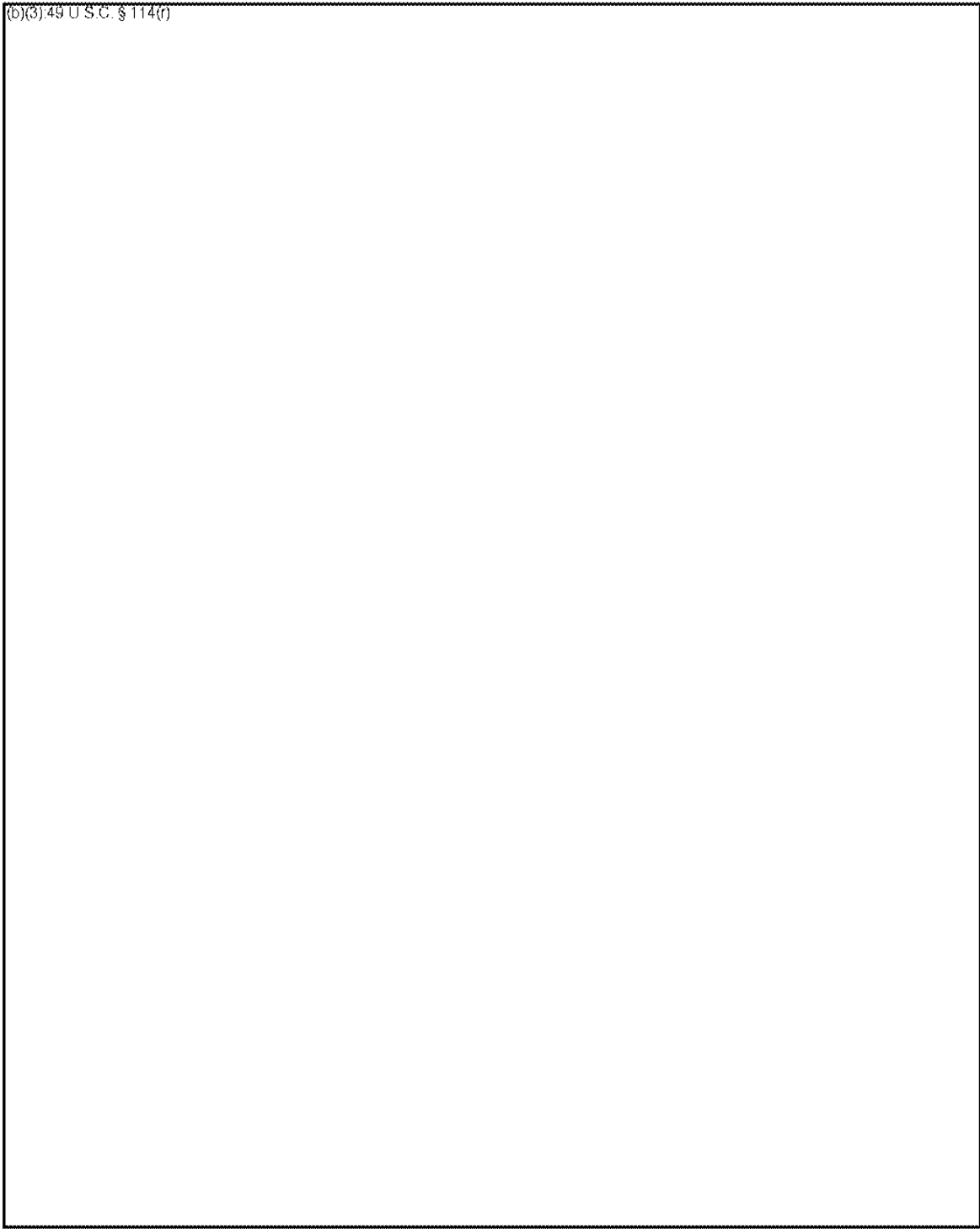
(b)(3) 49 U.S.C. § 114(f)

[Redacted content]

~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO THE PUBLIC WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION UNDER U.S. GOVERNMENT LAWS. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

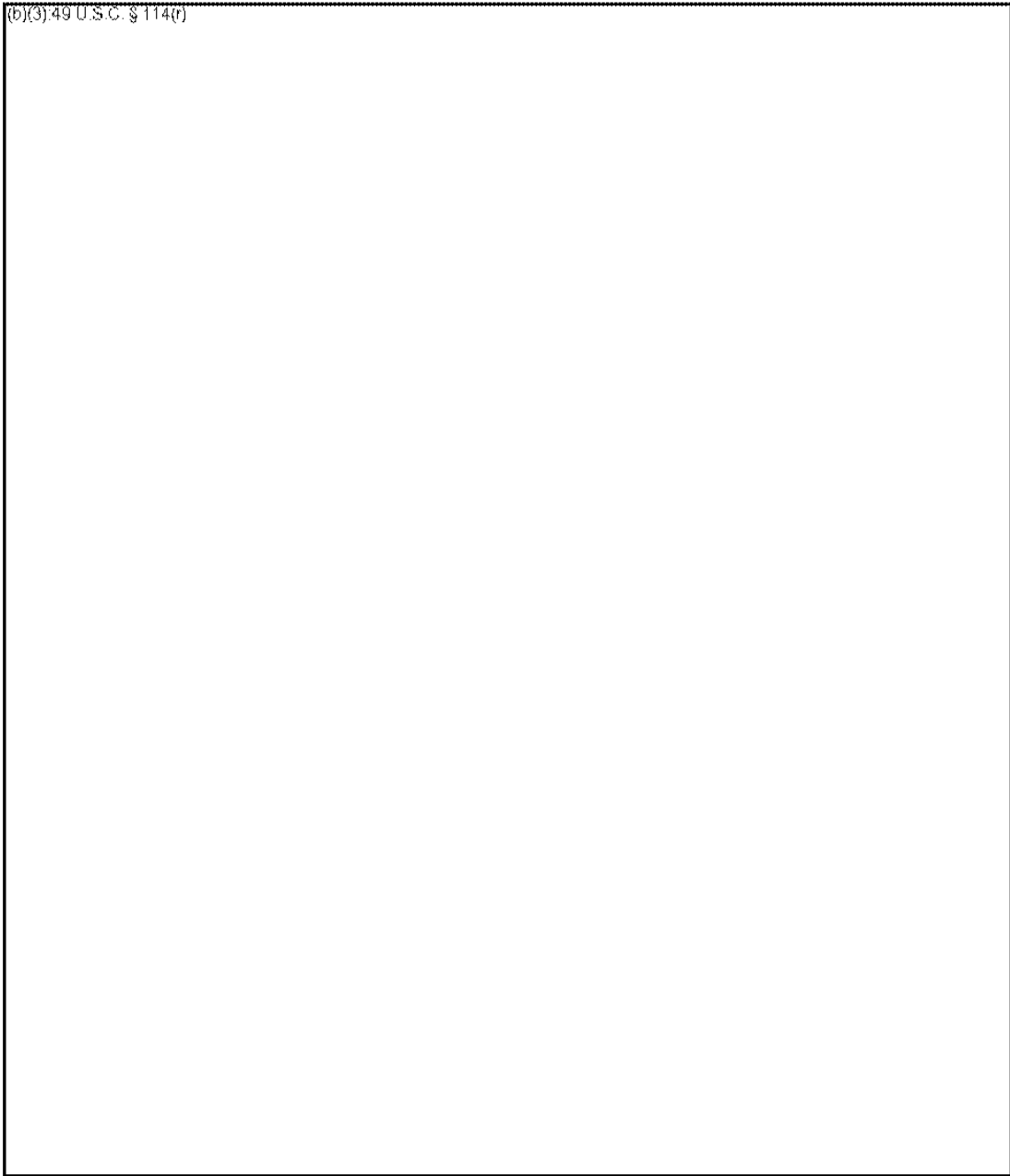
(b)(3):49 U.S.C. § 114(r)



~~WHY NOT THE RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WHO DO NOT HAVE TO KNOW THAT PART OF THIS RECORD IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION BY THE U.S. DEPARTMENT OF TRANSPORTATION. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. § 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(r)



~~WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO OTHERS WITHOUT A "NEED TO KNOW" AS AN AUTHORITY UNDER 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR CRIMINAL ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(r)

[Redacted]

Description

(b)(3):49 U.S.C. § 114(r)

[Redacted]

Operational Support from Suicide Bomber Incidents

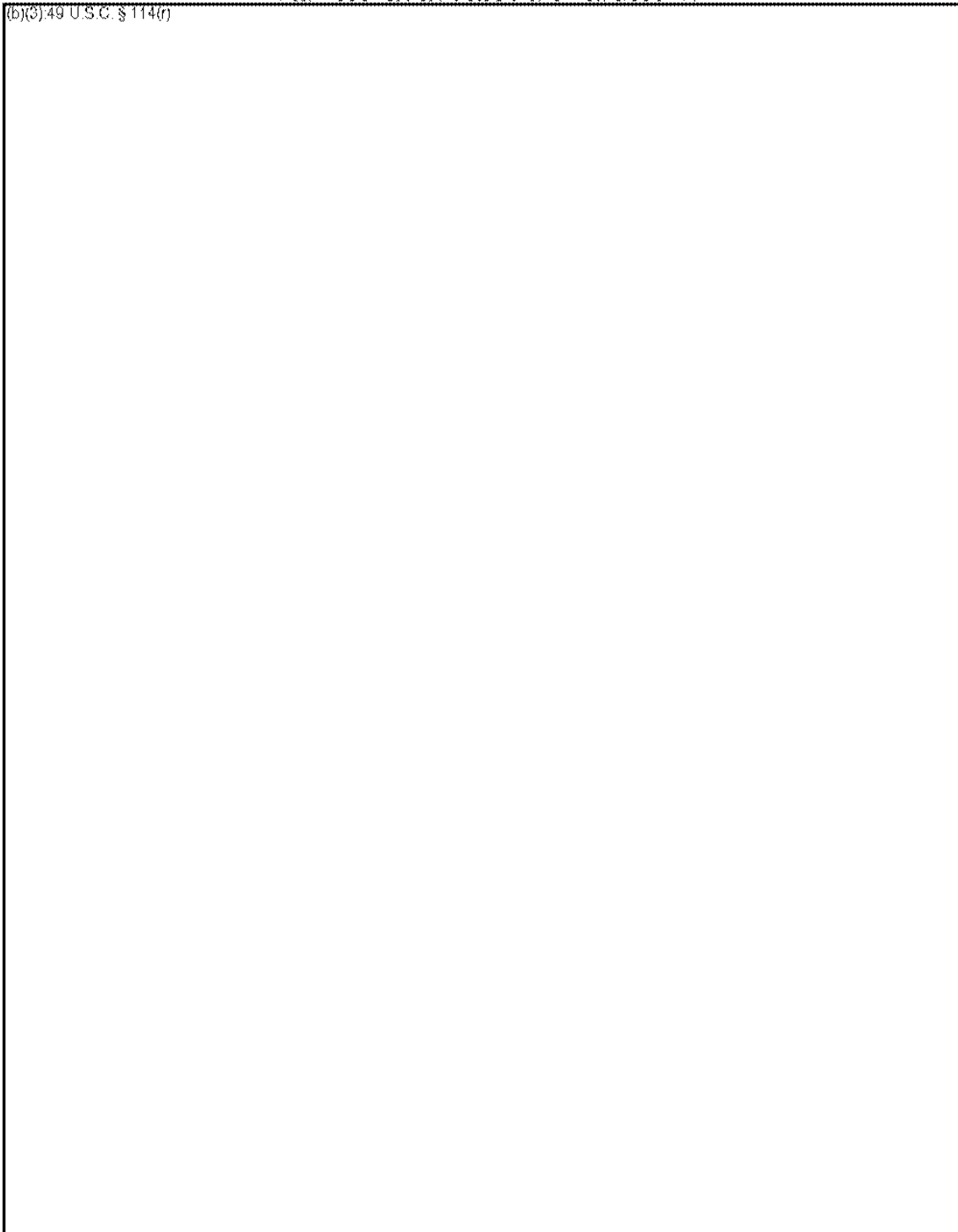
(b)(3):49 U.S.C. § 114(r)

[Redacted]

~~WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. PART OF THIS RECORD MAY BE DISCLOSED TO OTHERS WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF SENSITIVE SECURITY INFORMATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR C.S. GOVERNMENT OFFICIALS. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

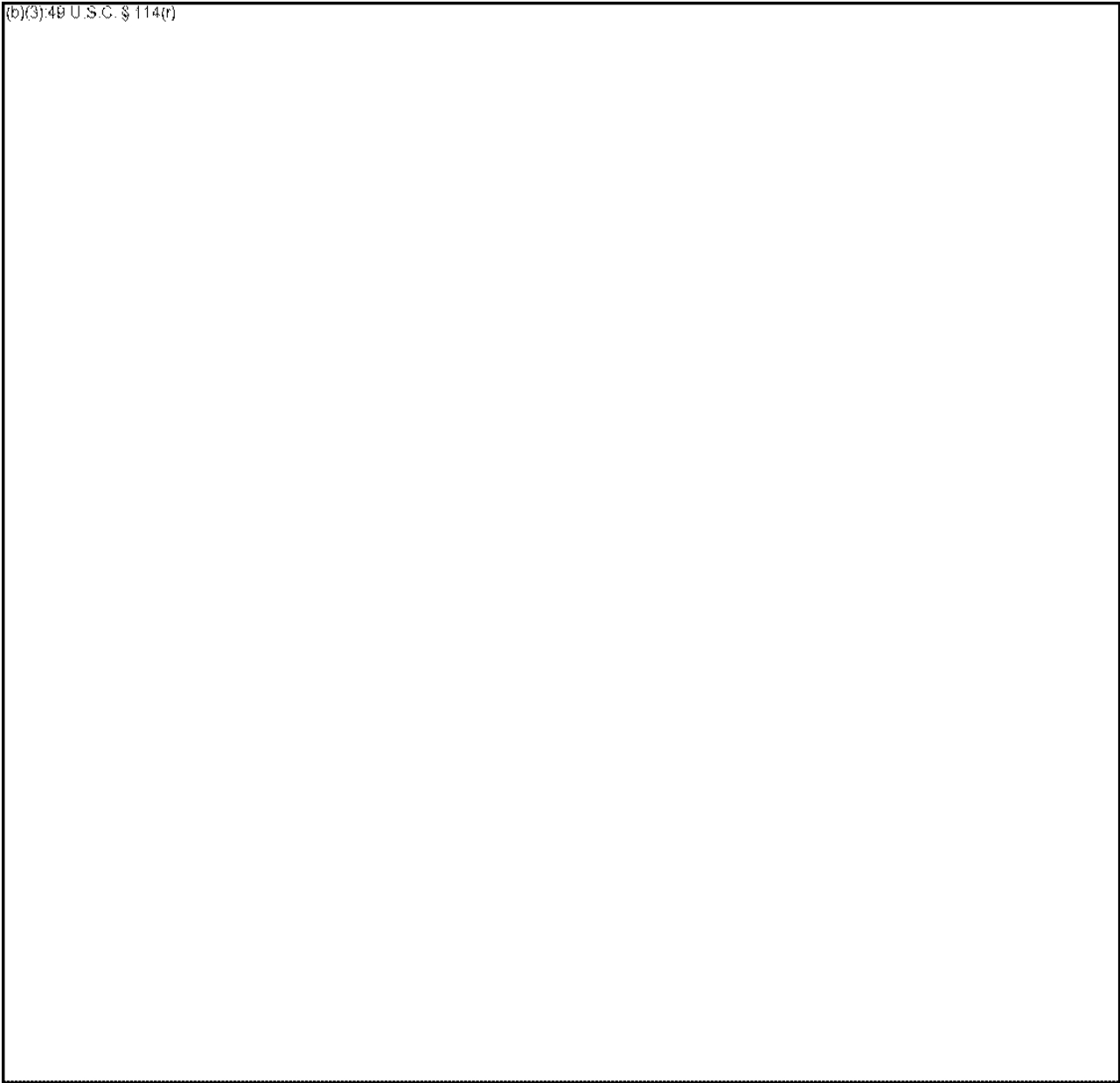
(b)(5)49 U.S.C. § 114(r)



~~WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO THE PUBLIC WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR U.S. GOVERNMENT EMPLOYEES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(r)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(r)

Description

(b)(3):49 U.S.C. § 114(r)

Academic Research Support

(b)(3):49 U.S.C. § 114(r)

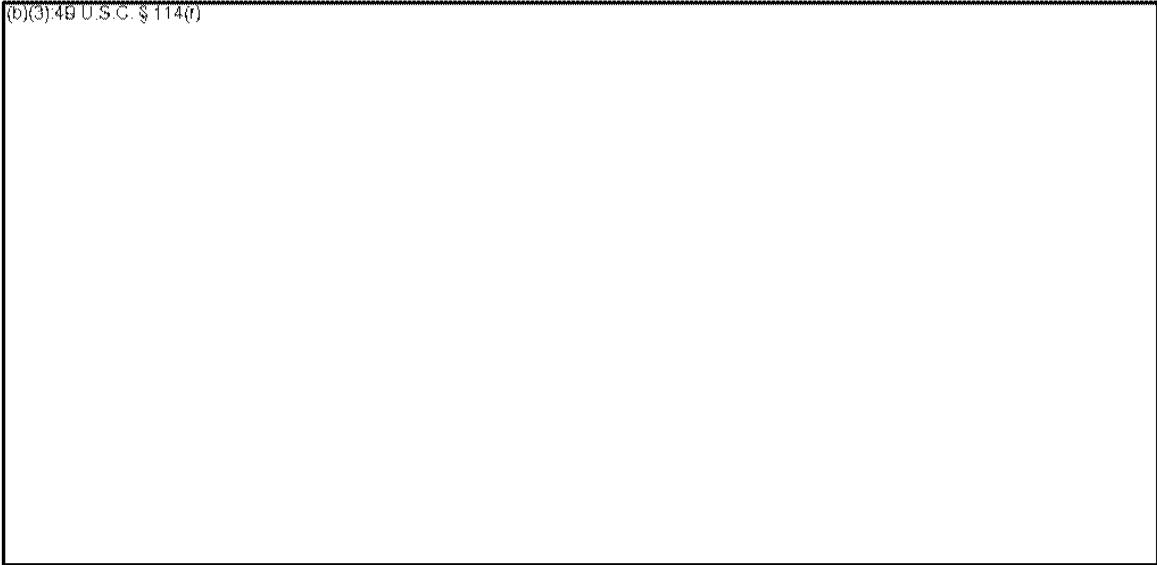
Operational Support from Suicide Bomber Incidents

(b)(3):49 U.S.C. § 114(r)

~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO THE PUBLIC WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR, TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(f)



~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO OTHERS WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR U.S. GOVERNMENT EMPLOYEES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(r)

Description

(b)(3) 49 U.S.C. § 114(r)

Operational Support from Suicide Bomber Incidents

(b)(3) 49 U.S.C. § 114(r)

~~SENSITIVE SECURITY INFORMATION~~

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~~SENSITIVE SECURITY INFORMATION~~

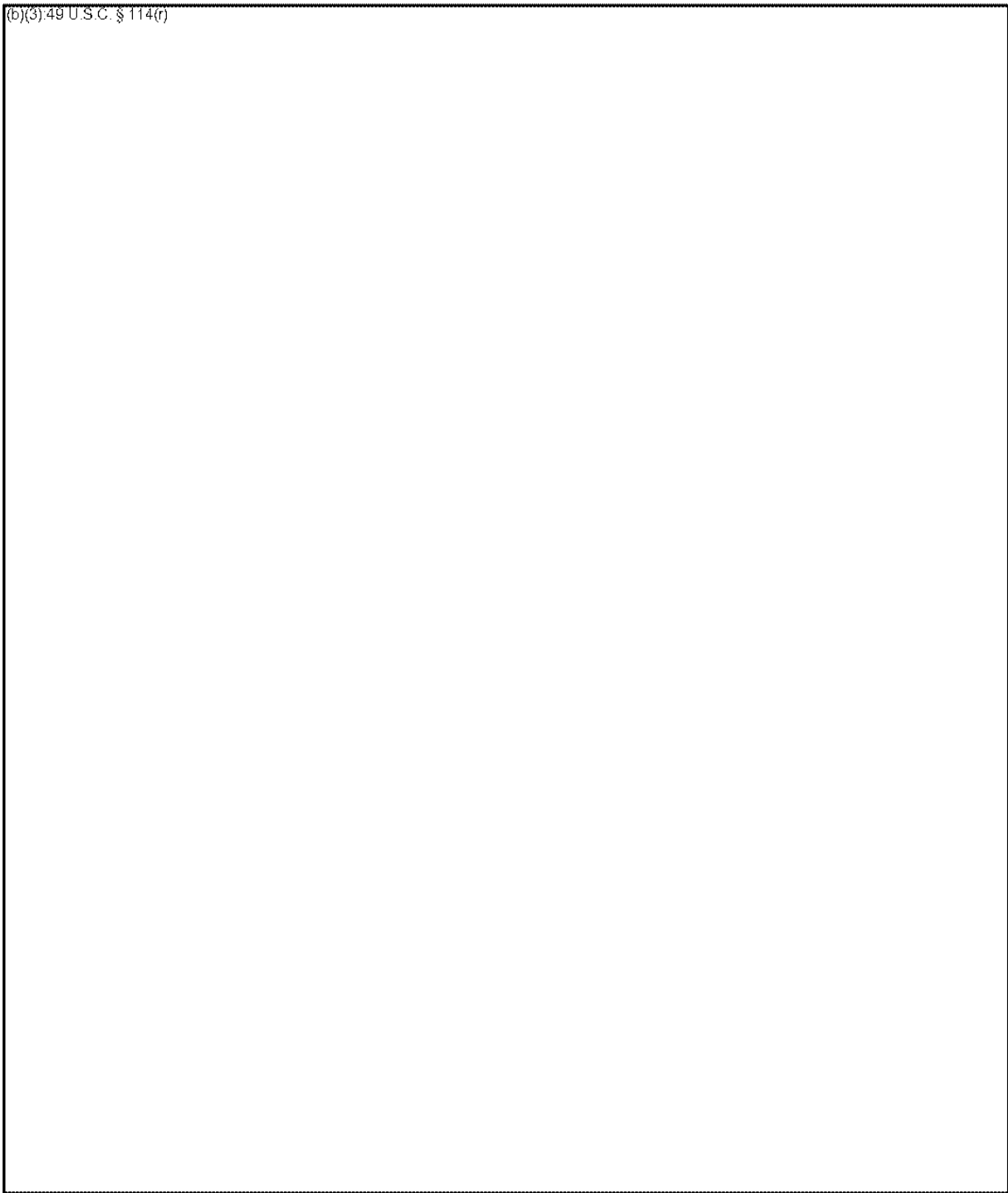
(b)(3) 49 U.S.C. § 114(r)



~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED OR TRANSMITTED WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATION OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION BY THE U.S. GOVERNMENT OR COURTS. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

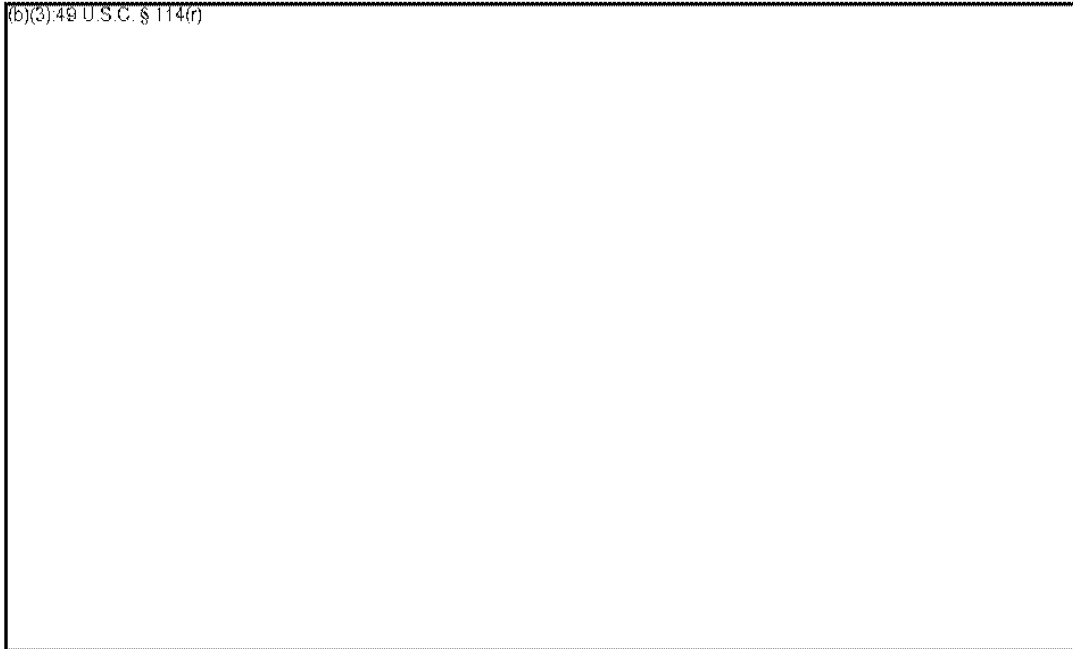
(b)(3) 49 U.S.C. § 114(r)



~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. PART OF THIS RECORD MAY BE DISCLOSED TO OTHERS WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(f)



~~SENSITIVE SECURITY INFORMATION~~
WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO OTHER PERSONS WITHOUT A "NEED TO KNOW." AS PER 49 U.S.C. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION, UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR CRIMINAL ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.

~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(r)

Description

(b)(3) 49 U.S.C. § 114(r)

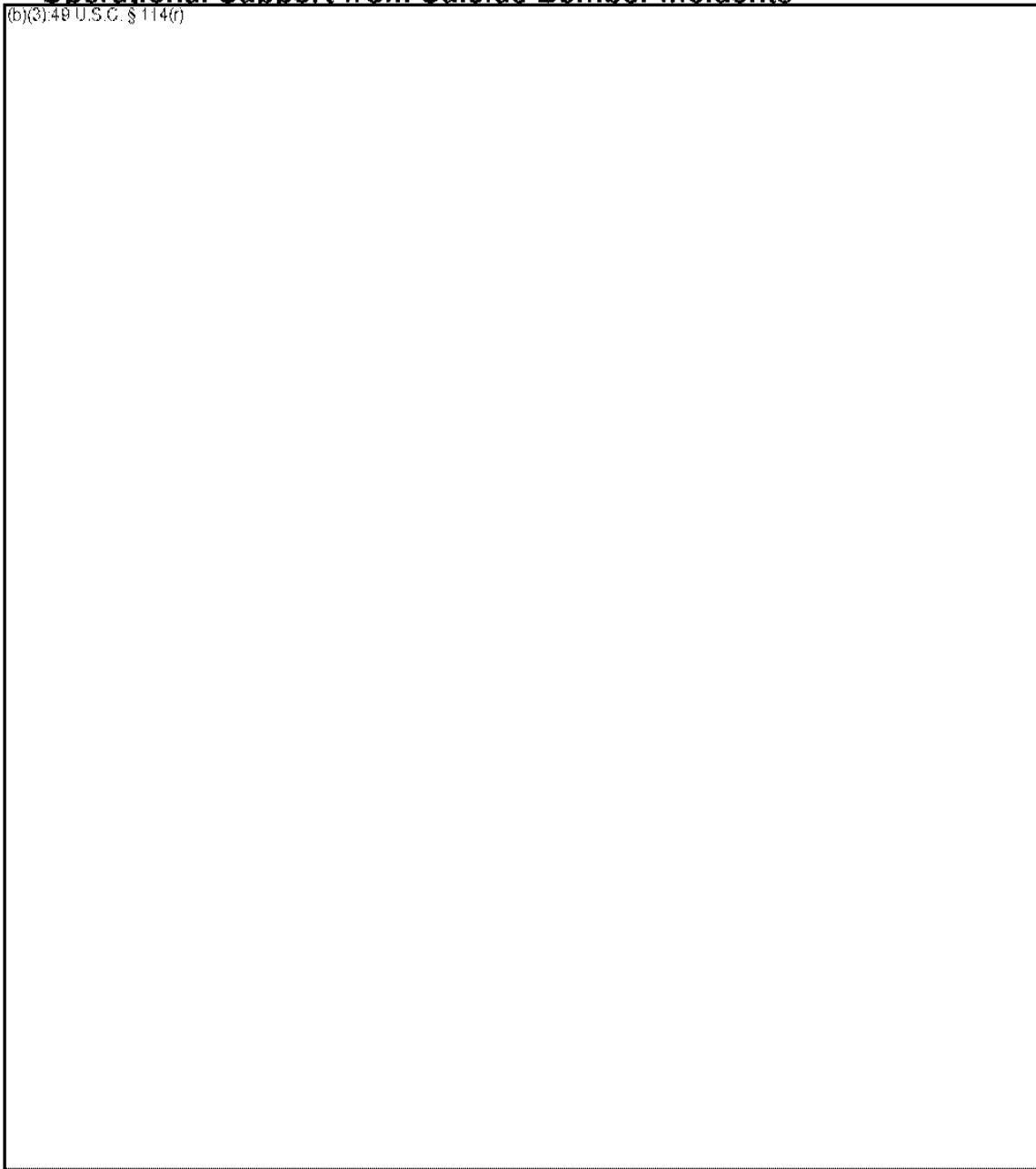
Academic Research Support

(b)(3) 49 U.S.C. § 114(r)

~~WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 152. PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WHO HAVE A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 152, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTIONS BY THE TRANSPORTATION SECURITY ADMINISTRATION. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 152.~~

Operational Support from Suicide Bomber Incidents

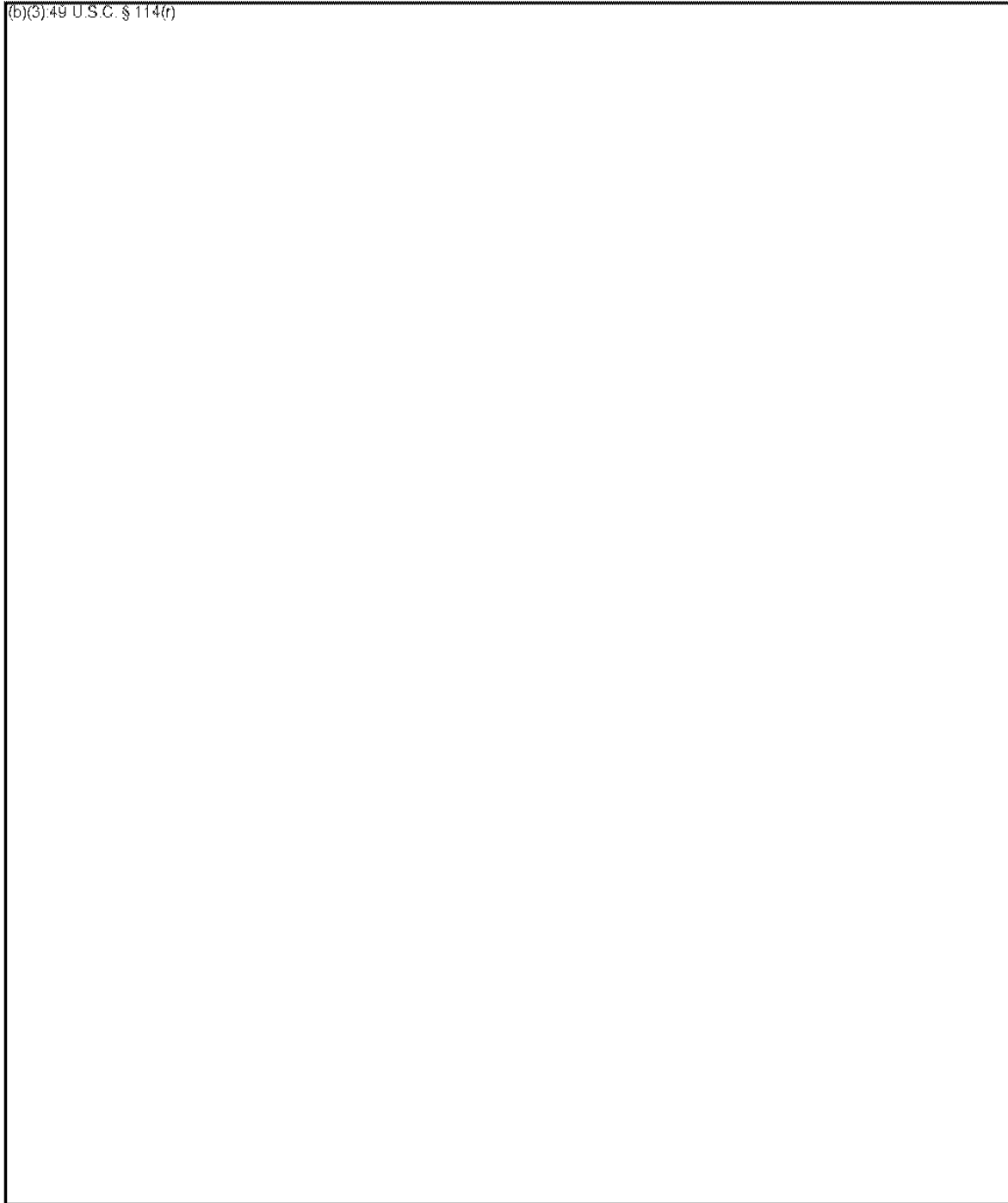
(b)(3):49 U.S.C. § 114(r)



~~WHENEVER THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520, NO PART OF THIS RECORD MAY BE DISCLOSED TO ANY PERSONS WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION UNDER FEDERAL GOVERNMENT STATUTES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

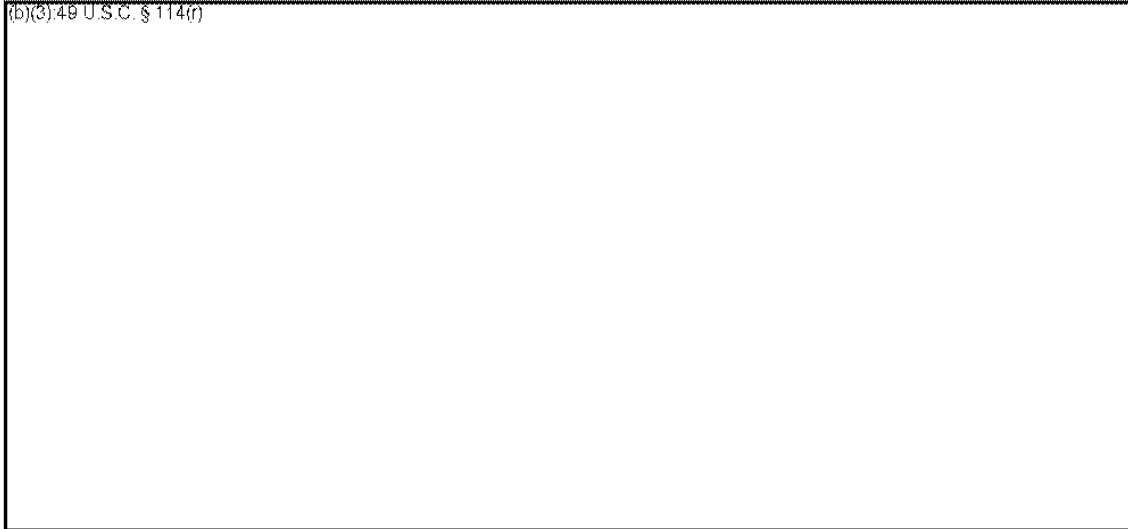
(b)(3) 49 U.S.C. § 114(r)



~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER E.O. 13526 AND 49 U.S.C. 114(r). PART OF THIS RECORD MAY BE DISCLOSED TO OTHERS WITHOUT A "NEED TO KNOW" AS AUTHORIZED IN 49 U.S.C. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE DEPARTMENT OF TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER SANCTIONS FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(f)



~~SENSITIVE SECURITY INFORMATION~~

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~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(r)

Description

(b)(3):49 U.S.C. § 114(r)

Academic Research Support

(b)(3):49 U.S.C. § 114(r)

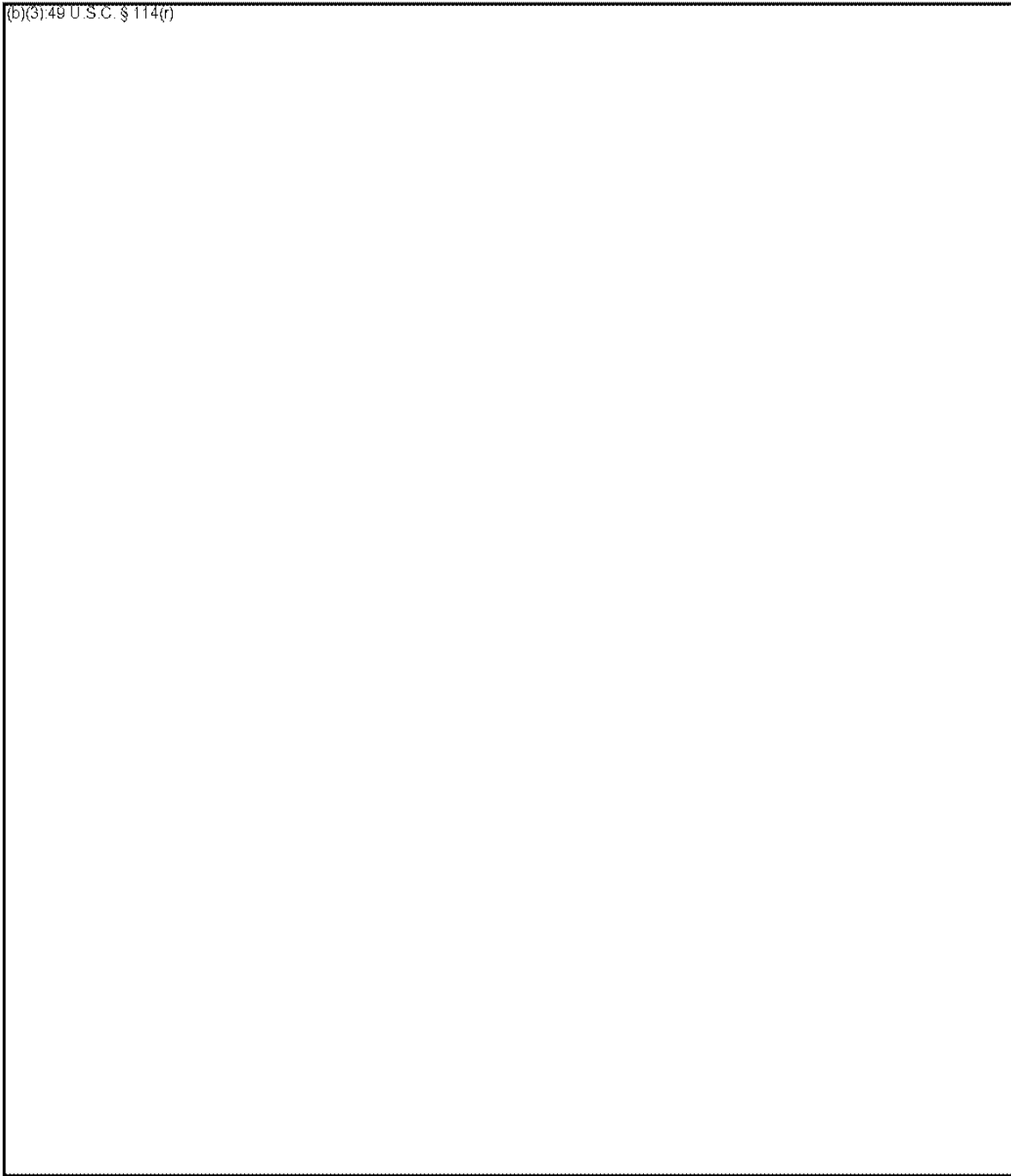
Operational Support from Suicide Bomber Incidents

(b)(3):49 U.S.C. § 114(r)

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~~SENSITIVE SECURITY INFORMATION~~

(b)(3)49 U.S.C. § 114(f)



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(b)(3):49 U.S.C. § 114(r)

[Redacted]

Description

(b)(3):49 U.S.C. § 114(r)

[Redacted]

Academic Research Support

(b)(3):49 U.S.C. § 114(r)

[Redacted]

~~WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER DCFR PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WHO SHOULD KNOW IT AS DEFINED IN 49 CFR PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTIONS BY THE GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(r)

Description

(b)(3) 49 U.S.C. § 114(r)

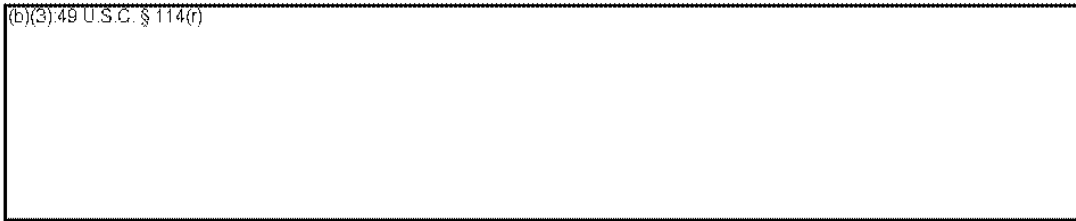
Academic Research Support

(b)(3) 49 U.S.C. § 114(r)

~~WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER D.C.F.R. PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO ANY OTHER PERSON UNLESS YOU HAVE BEEN AUTHORIZED TO DO SO BY THE OFFICE OF TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION UNDER FEDERAL LAWS. TRANSPORTATION AGENCIES, PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(r)



~~WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER E.O. 13526 AND PART OF THIS RECORD MAY BE DISCLOSED TO A PERSON OUTSIDE YOUR AGENCY TO KNOWLEDGE OF WHICH IS PROHIBITED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTIONS UNDER U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

(b)(3):49 U.S.C. § 114(f)

[Redacted]

Description

(b)(3):49 U.S.C. § 114(f)

[Redacted]

Academic Research Support

(b)(3):49 U.S.C. § 114(f)

[Redacted]

~~WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER EXECUTIVE ORDER 13526 AND PART OF THIS RECORD MAY BE DISCLOSED TO FOREIGN DISSEMINTERS WITHOUT A "NEED TO KNOW" AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR CRIMINAL ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

SENSITIVE SECURITY INFORMATION

(b)(3):49 U.S.C. § 114(r)

Description

(b)(3):49 U.S.C. § 114(r)

Academic Research Support

(b)(3):49 U.S.C. § 114(r)

~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 152. PART OF THIS RECORD MAY BE DISCLOSED TO OTHERS WITHOUT A "NEED TO KNOW" AS DEFINED IN 49 C.F.R. PARTS 15 AND 152, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR CRIMINAL ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 152.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3).49 U.S.C. § 114(r)

[Redacted]

Description

(b)(3).49 U.S.C. § 114(r)

[Redacted]

Academic Research Support

(b)(3).49 U.S.C. § 114(r)

[Redacted]

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~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(r)

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Description

(b)(3):49 U.S.C. § 114(r)

[Redacted content]

Academic Research Support

(b)(3):49 U.S.C. § 114(r)

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~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO THE PUBLIC WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTIONS FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(r)

Description

(b)(3) 49 U.S.C. § 114(r)

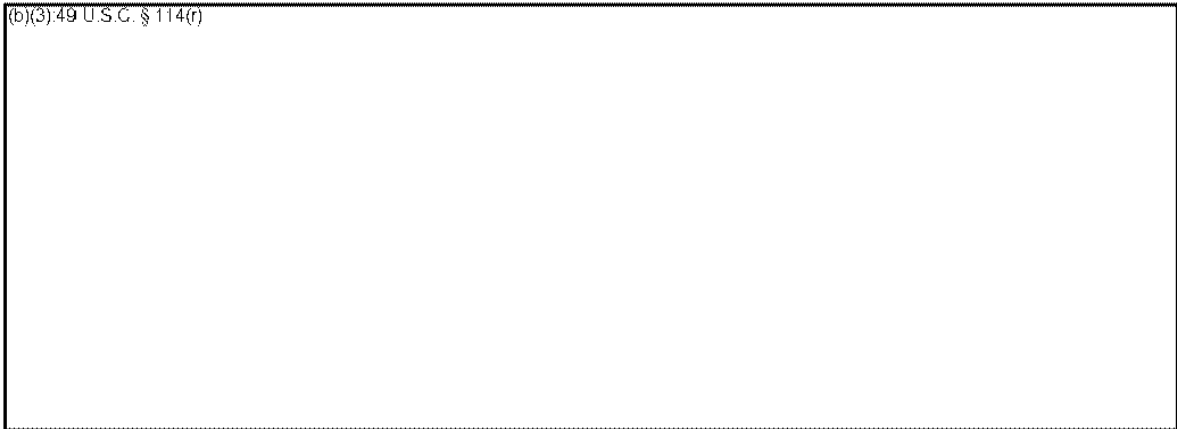
Academic Research Support

(b)(3) 49 U.S.C. § 114(r)

~~WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER DCFR PARTS 15 AND 152. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW" AS DEFINED IN 49 CFR PARTS 15 AND 152, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR PROSECUTION FOR CONVICTION BY FEDERAL AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 152.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3)49 U.S.C. § 114(f)



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(b)(3):49 U.S.C. § 114(f)

Description

(b)(3):49 U.S.C. § 114(f)

Academic Research Support

(b)(3):49 U.S.C. § 114(f)

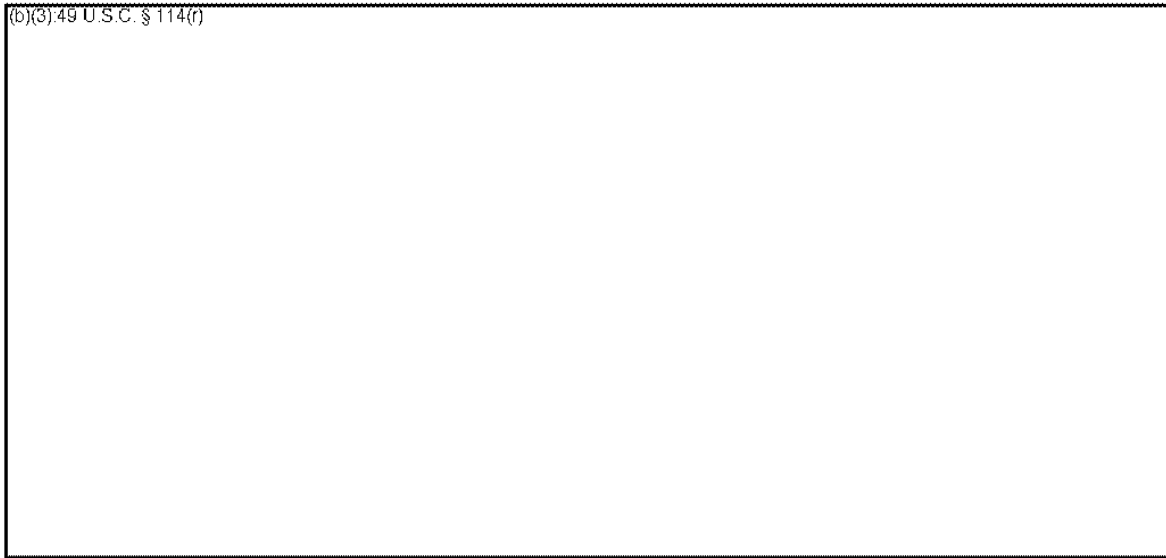
Operational Support from Suicide Bomber Incidents

(b)(3):49 U.S.C. § 114(f)

~~SENSITIVE SECURITY INFORMATION~~
WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 152. NO PART OF THIS RECORD MAY BE DISCLOSED TO THE PUBLIC WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 152, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR CRIMINAL ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 152.

~~SENSITIVE SECURITY INFORMATION~~

(b)(3)49 U.S.C. § 114(f)



~~SENSITIVE SECURITY INFORMATION~~

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~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(r)

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Description

(b)(3):49 U.S.C. § 114(r)

[Redacted content]

Operational Support from Suicide Bomber Incidents

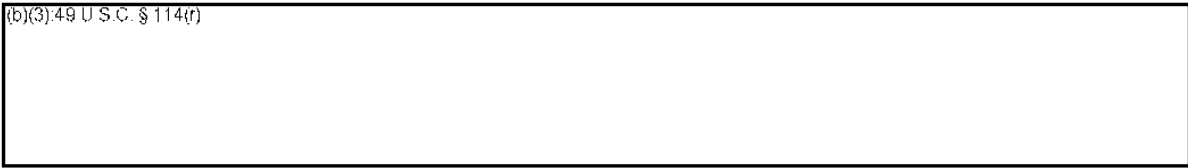
(b)(3):49 U.S.C. § 114(r)

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~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER DCFR PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO MEMBERS OF THE PUBLIC WITHOUT A "NEED TO KNOW." 49 U.S.C. 114(r) AND 49 CFR PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR CRIMINAL ACTION FOR U.S. GOVERNMENT EMPLOYEES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.~~

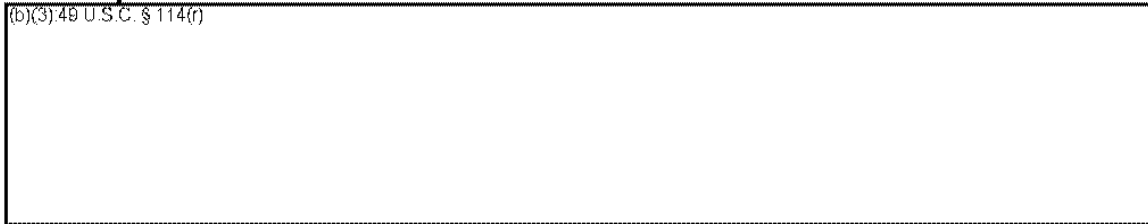
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(b)(3):49 U.S.C. § 114(r)



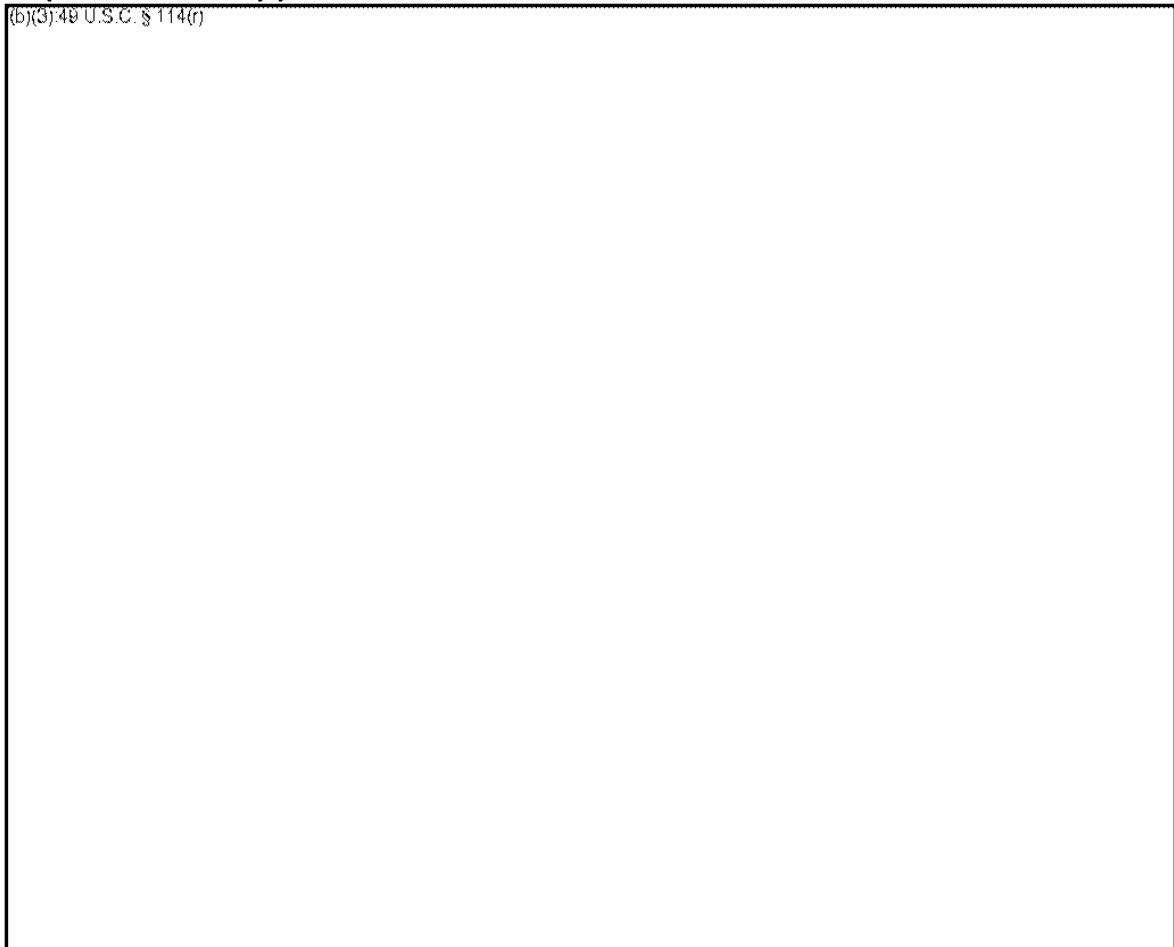
Description

(b)(3):49 U.S.C. § 114(r)



Operational Support from Suicide Bomber Incidents

(b)(3):49 U.S.C. § 114(r)



~~SENSITIVE SECURITY INFORMATION~~
WHENEVER THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER D.C.F.R. PARTS 15 AND 1520, NO PART OF THIS RECORD MAY BE DISCLOSED TO THE PUBLIC WITHOUT A "NEED TO KNOW" BY THE PUBLIC AS 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR CRIMINAL ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.

~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(c)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(r)

Description

(b)(3) 49 U.S.C. § 114(r)

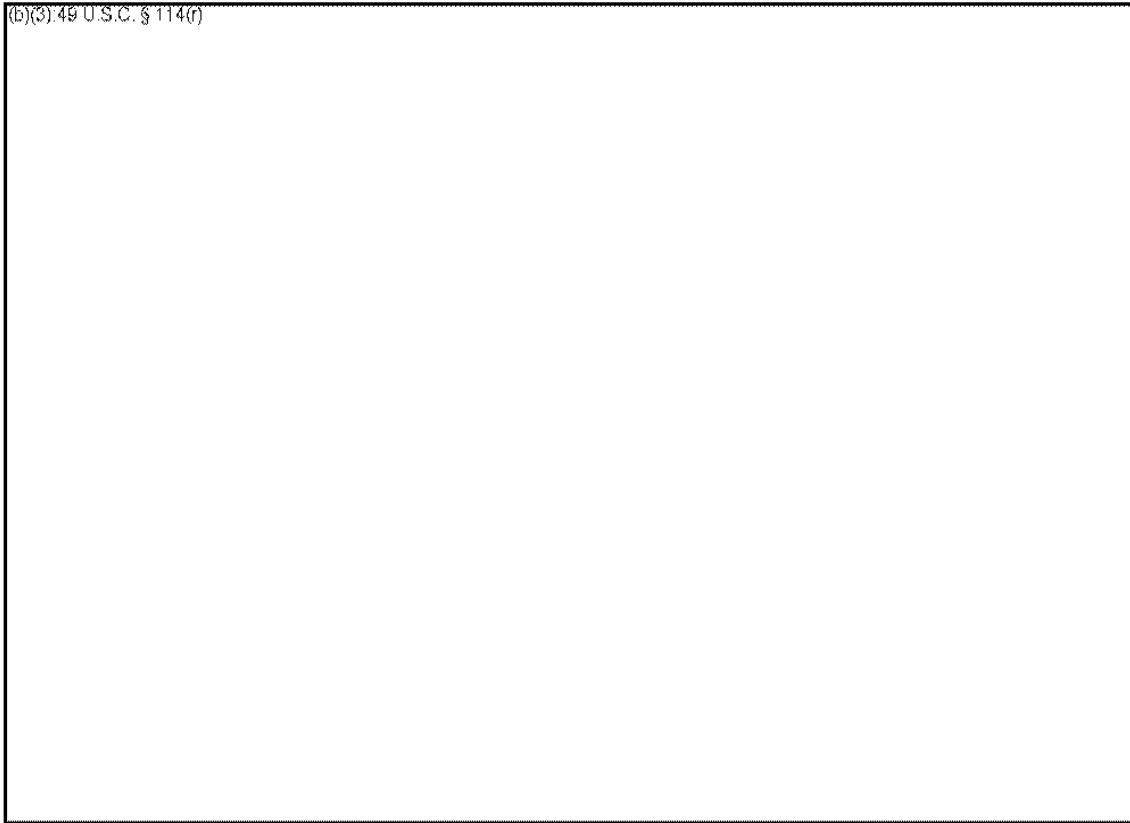
Operational Support from Suicide Bomber Incidents

(b)(3) 49 U.S.C. § 114(r)

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~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(f)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(r)

Description

(b)(3):49 U.S.C. § 114(r)

Operational Support from Suicide Bomber Incidents

(b)(3):49 U.S.C. § 114(r)

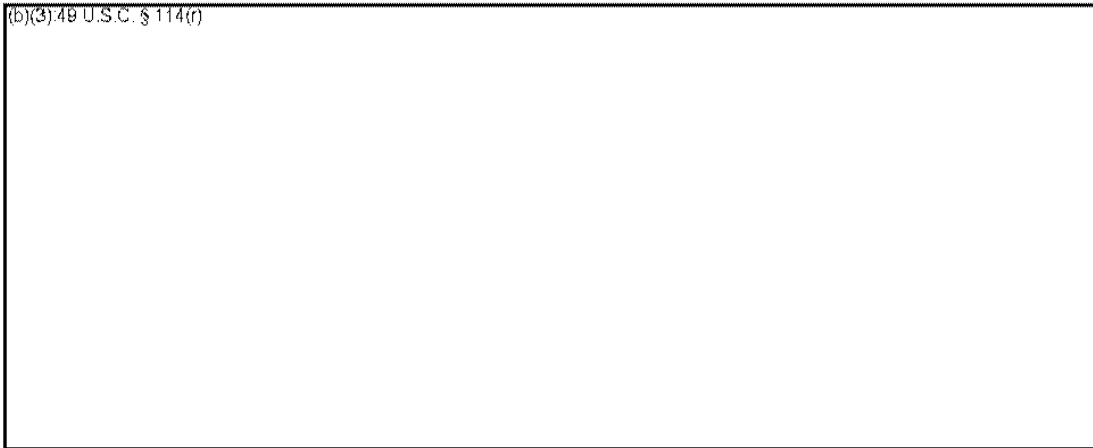
~~THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 152. NO PART OF THIS RECORD MAY BE DISCLOSED TO ANY PERSONS WITHOUT A "NEED TO KNOW," AS ALLIANCE 49 C.F.R. PARTS 15 AND 152, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR CRIMINAL ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 152.~~

(b)(3):49 U.S.C. § 114(r)



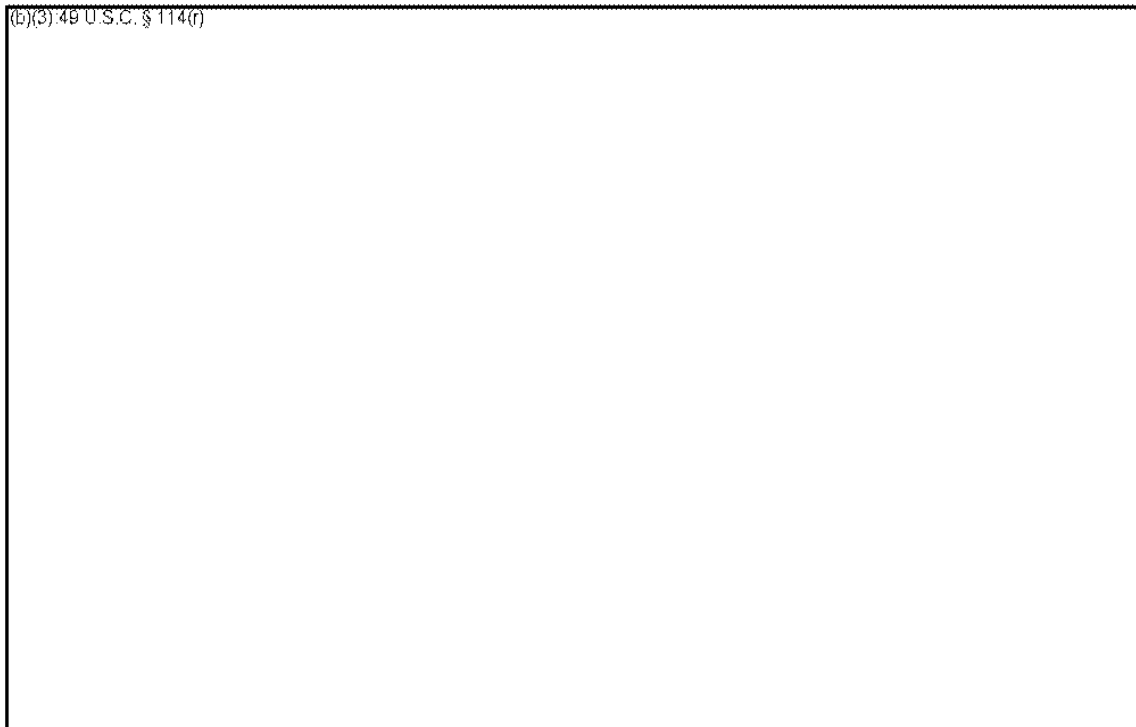
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(b)(3):49 U.S.C. § 114(r)



Operational Support from Suicide Bomber Incidents

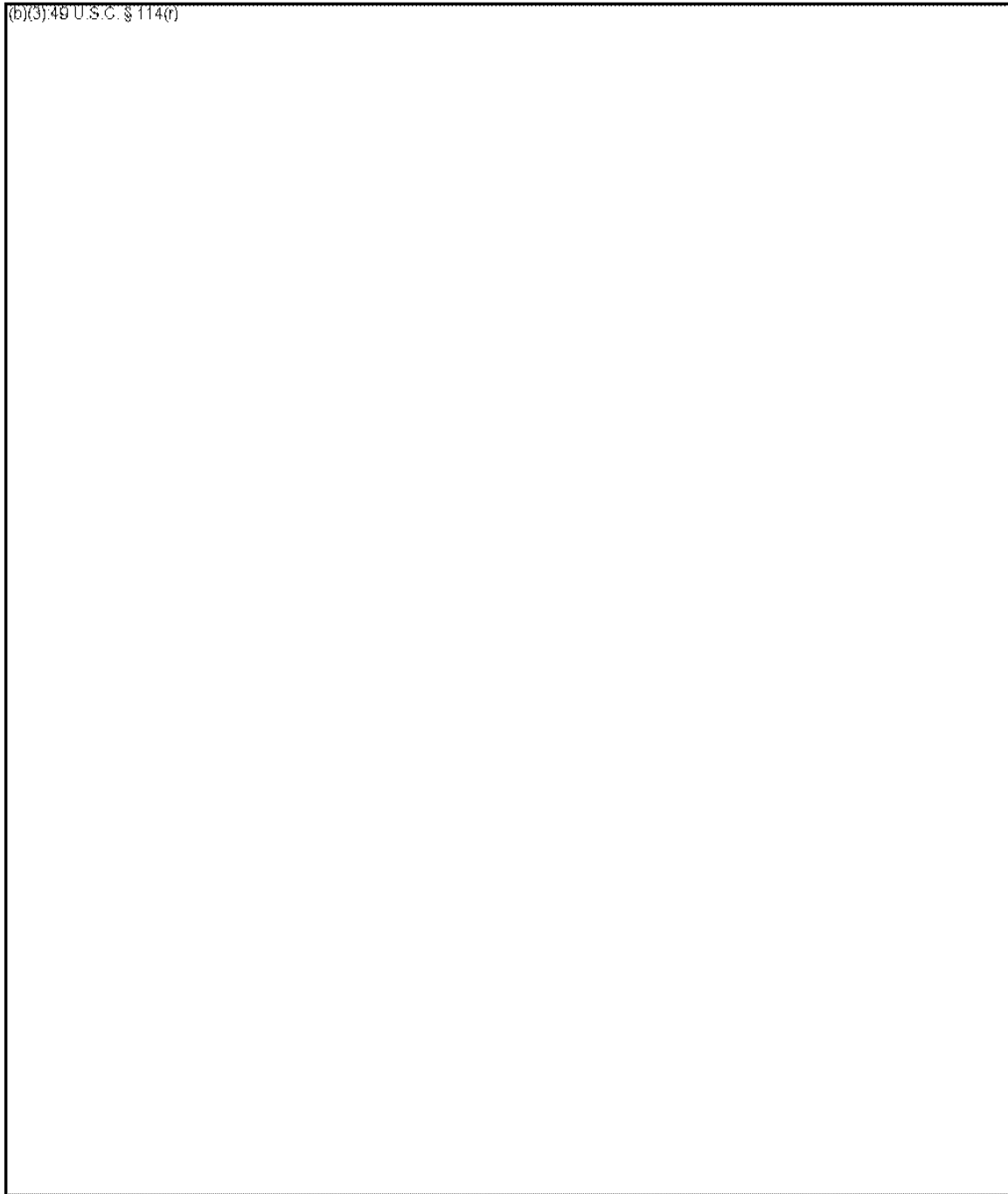
(b)(3):49 U.S.C. § 114(r)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(c)



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(b)(3)49 U.S.C. § 114(r)



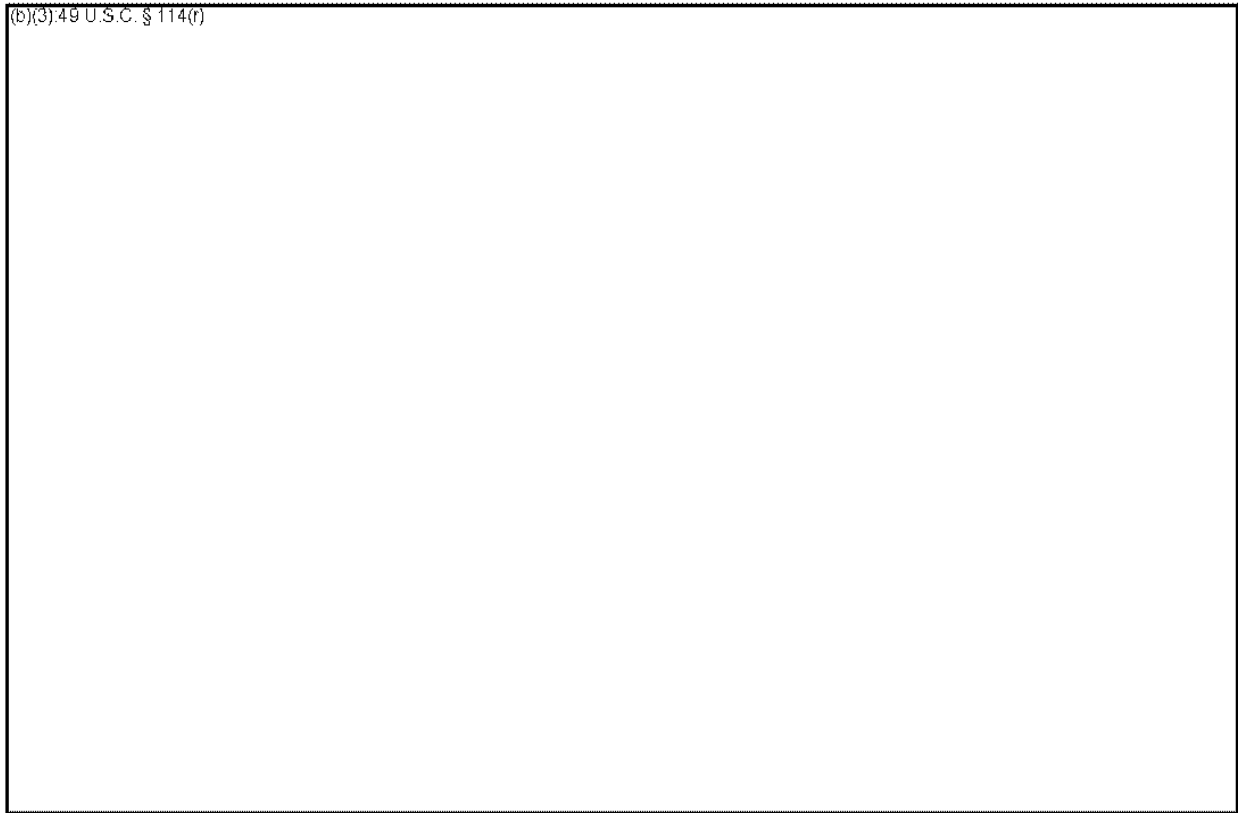
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(b)(3)49 U.S.C. § 114(r)



Operational Support from Suicide Bomber Incidents

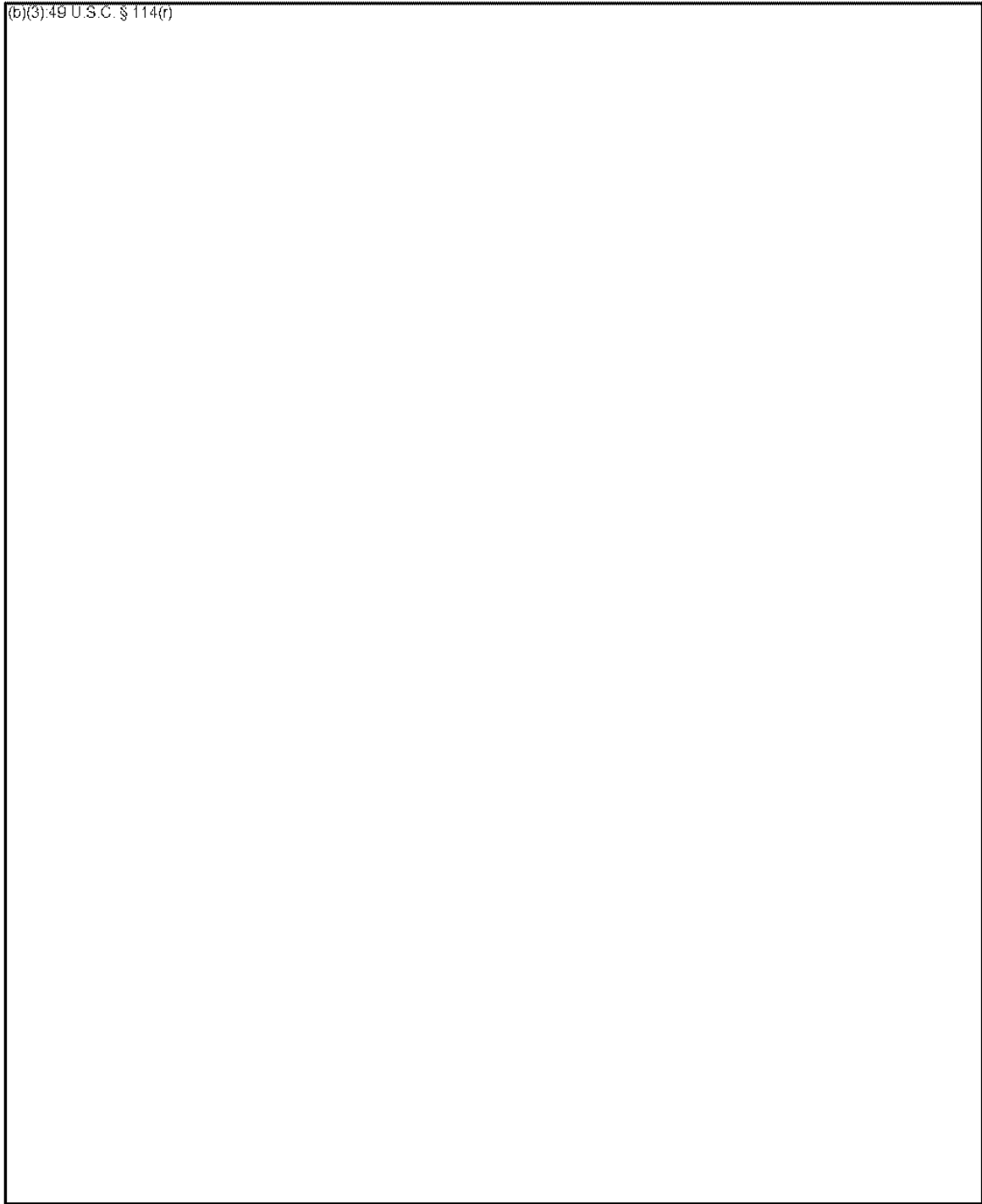
(b)(3)49 U.S.C. § 114(r)



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~~SENSITIVE SECURITY INFORMATION~~

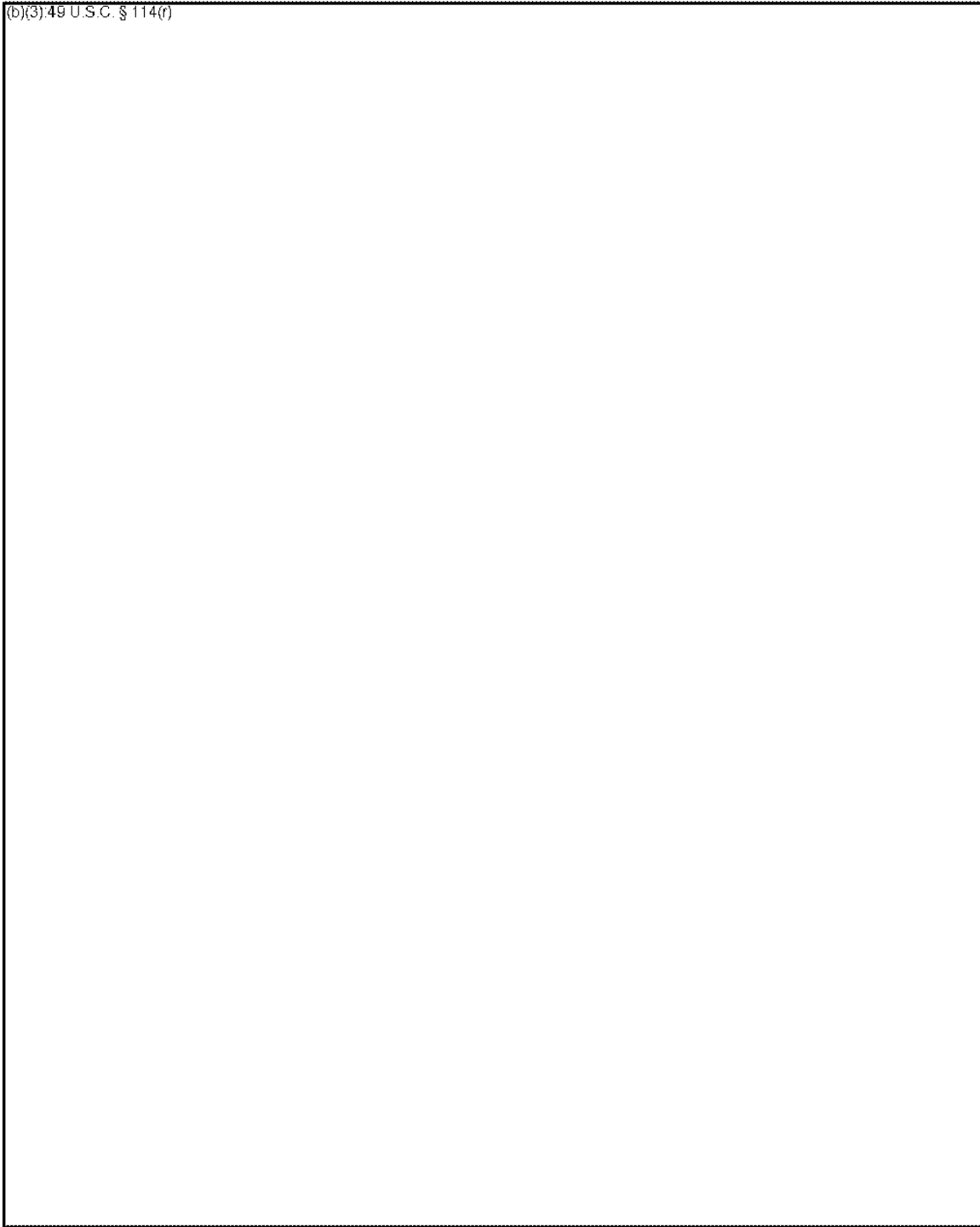
(b)(3):49 U.S.C. § 1114(r)



~~WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15.101-15.200 AND PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW" AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE OPERATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER SANCTIONS FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3)49 U.S.C. § 114(r)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(f)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(f)

Description

(b)(3):49 U.S.C. § 114(f)

Operational Support from Suicide Bomber Incidents

(b)(3):49 U.S.C. § 114(f)

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~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(r)

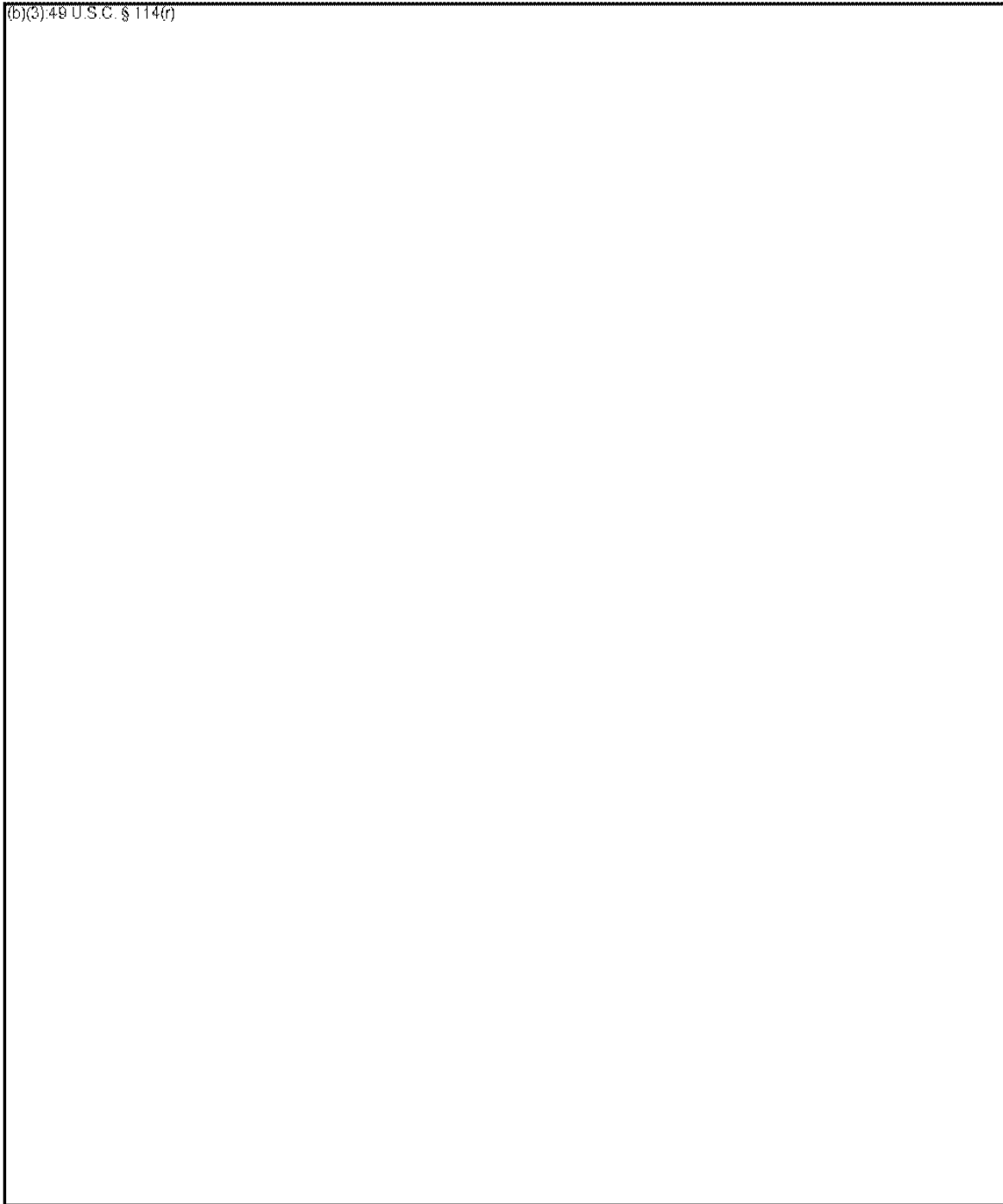


~~SENSITIVE SECURITY INFORMATION~~

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~~SENSITIVE SECURITY INFORMATION~~

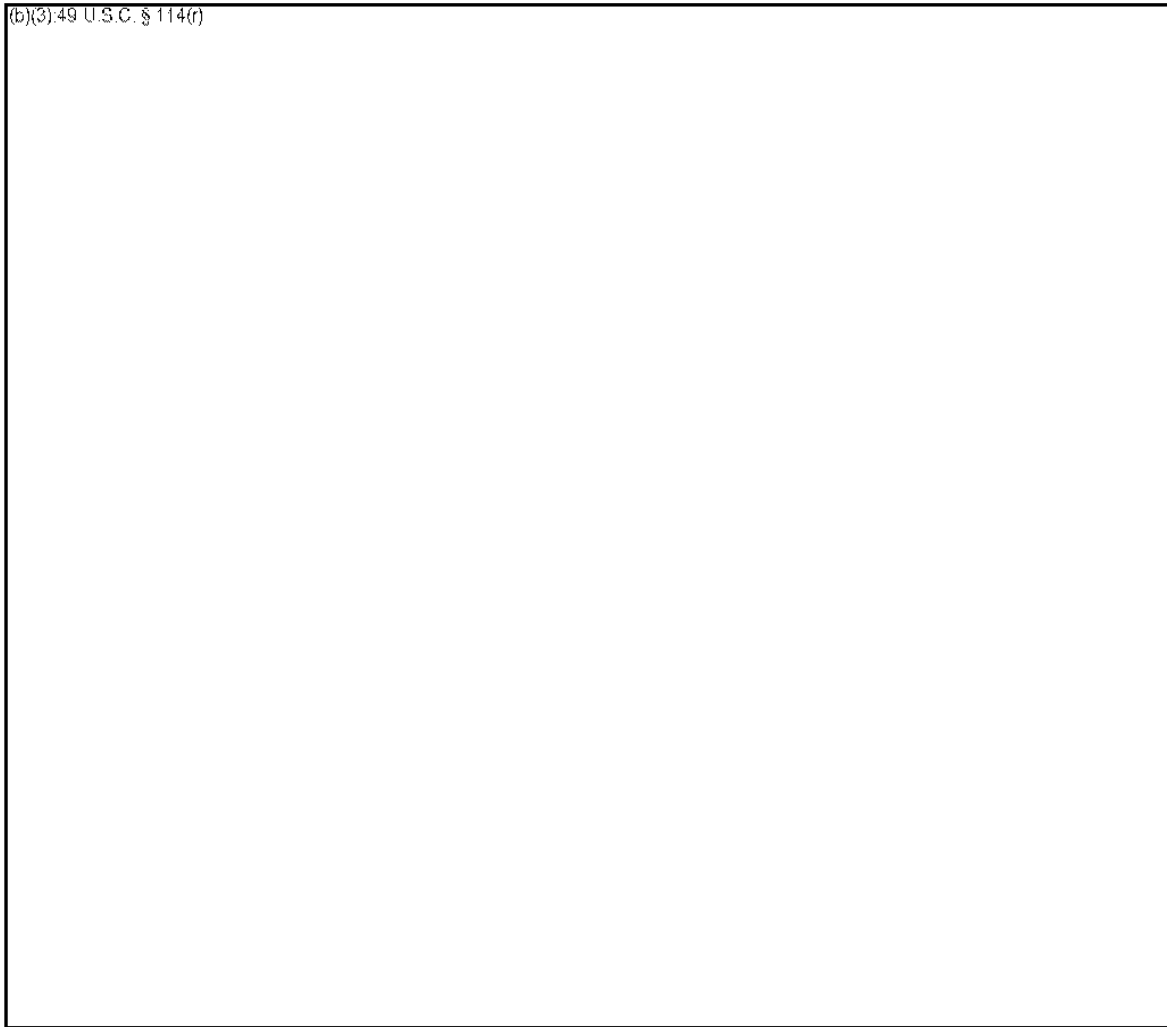
(b)(3) 49 U.S.C. § 114(r)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3).49 U.S.C. § 114(f)



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~~SENSITIVE SECURITY INFORMATION~~

(b)(3):49 U.S.C. § 114(r)

[Redacted]

Description

(b)(3):49 U.S.C. § 114(r)

[Redacted]

Operational Support from Suicide Bomber Incidents

(b)(3):49 U.S.C. § 114(r)

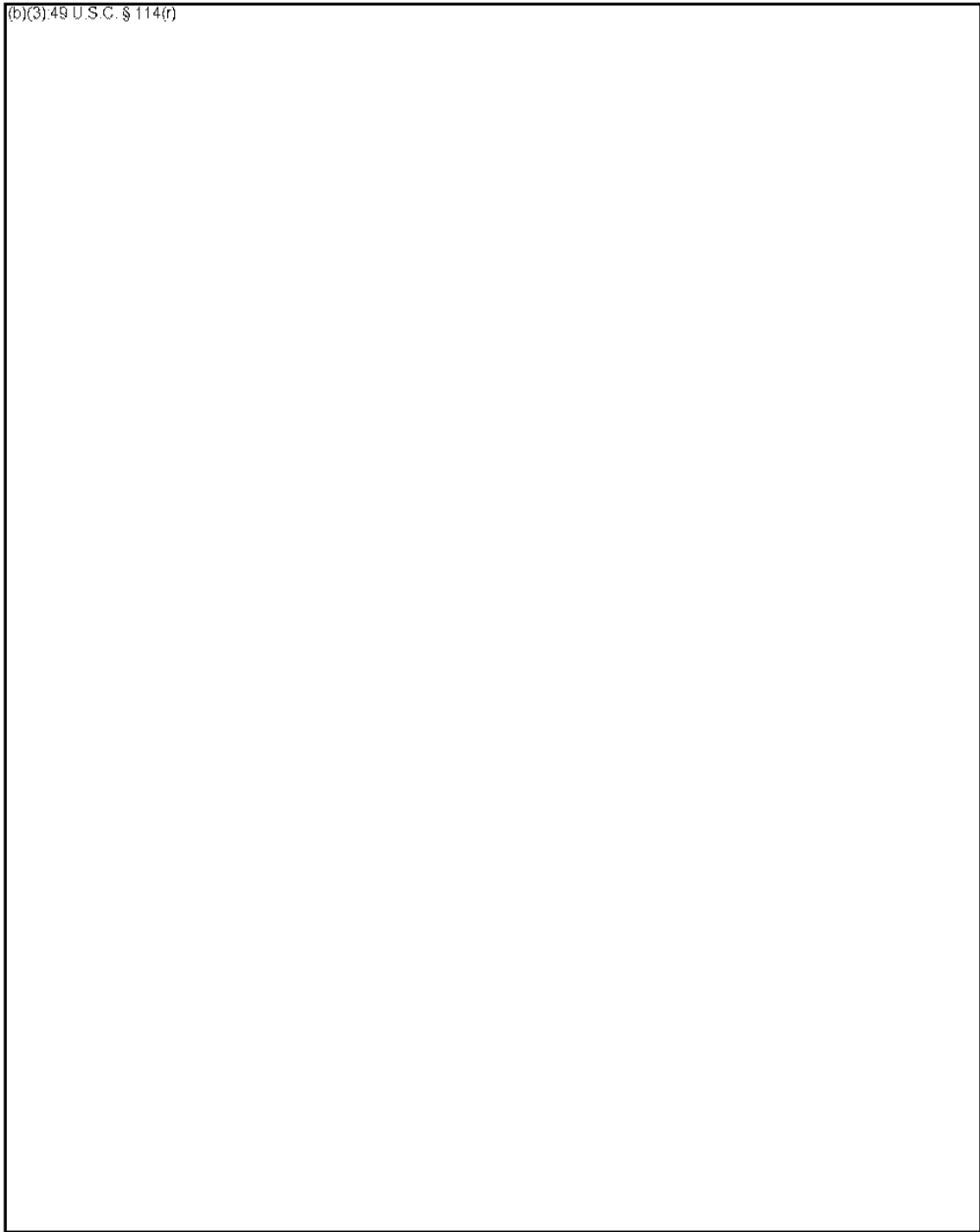
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~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 114(f)



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~~SENSITIVE SECURITY INFORMATION~~

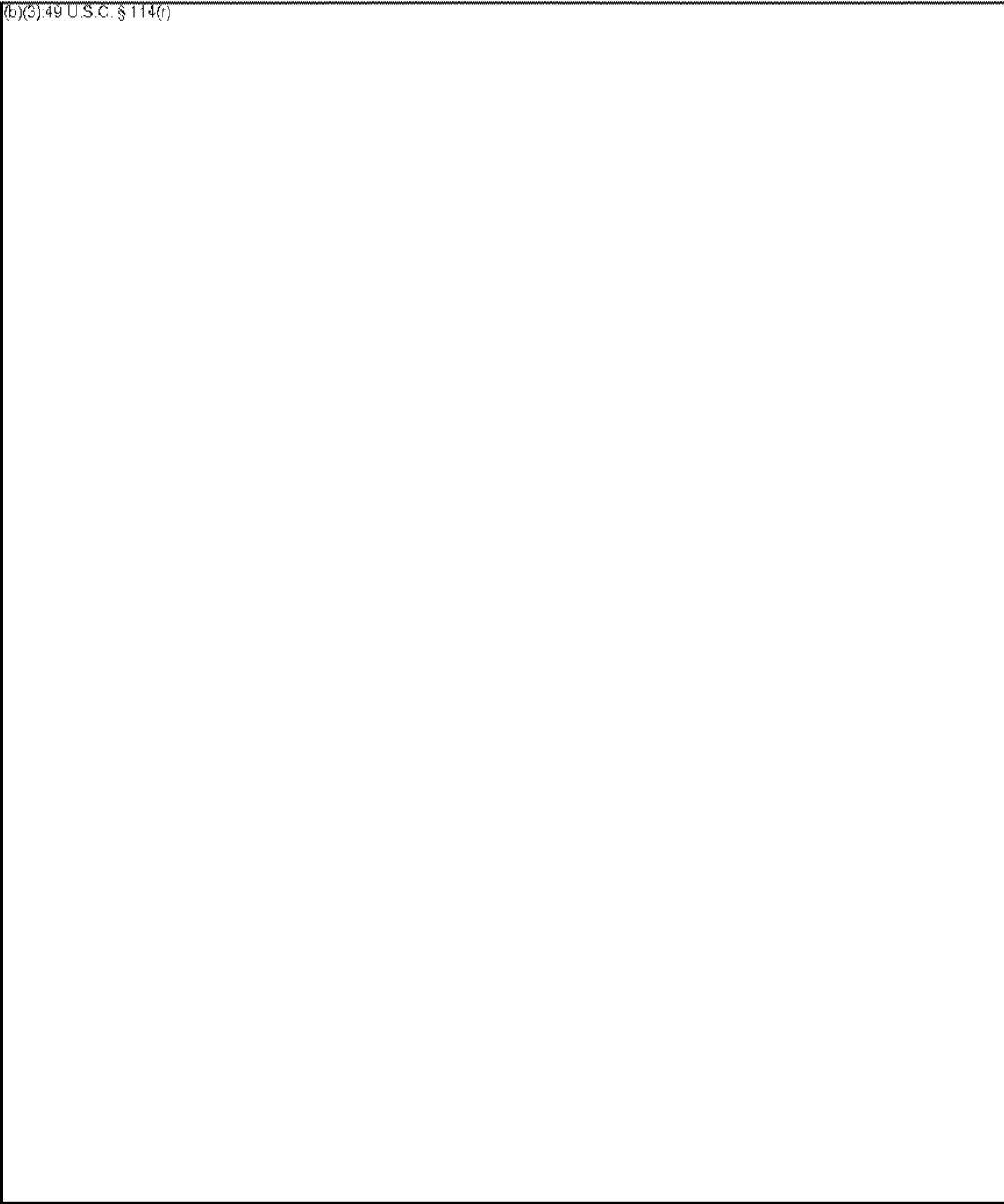
(b)(3)-49 U.S.C. § 1114(r)



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~~SENSITIVE SECURITY INFORMATION~~

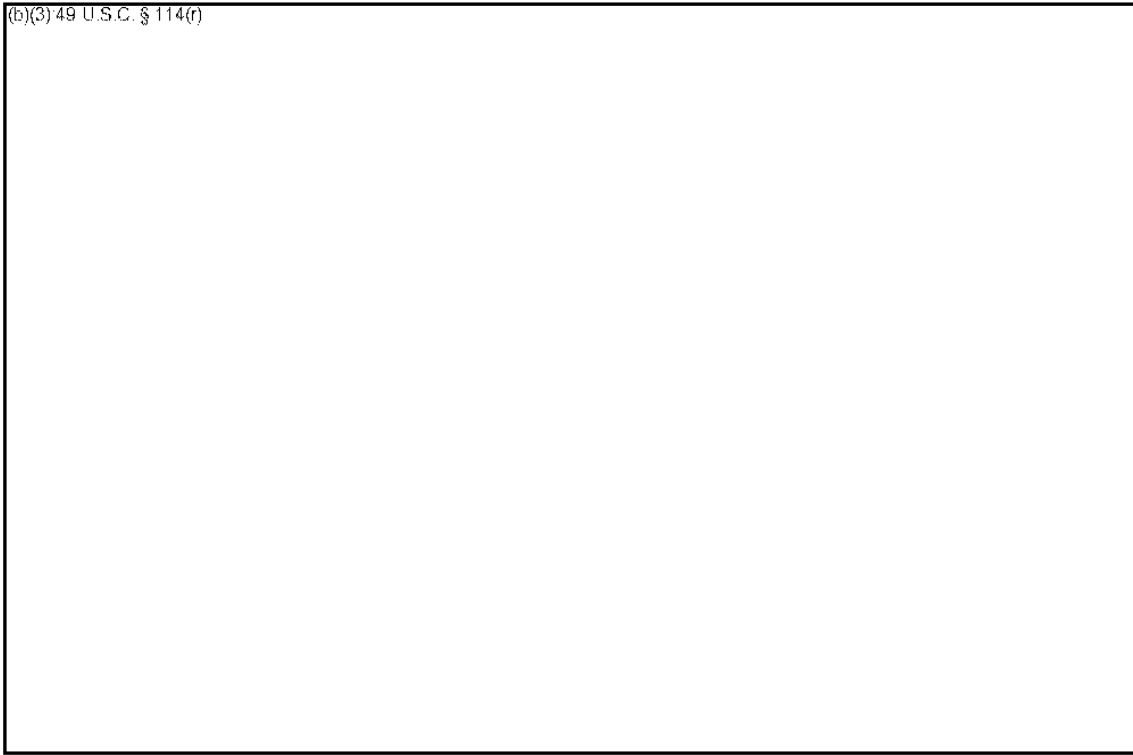
(b)(3):49 U.S.C. § 114(f)



~~WHY? THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO OTHER PERSONS WITHOUT A NEED TO KNOW. 49 U.S.C. 114(f) AND 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.~~

~~SENSITIVE SECURITY INFORMATION~~

(b)(3) 49 U.S.C. § 1114(f)



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WHY NOT? THIS INFORMATIONAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 C.F.R. PARTS 15 AND 1520 AND PART OF THIS RECORD MAY BE DISCLOSED TO OTHERS WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 C.F.R. PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE DEPARTMENT OF TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTIONS FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE GOVERNED BY 5 U.S.C. 552 AND 49 C.F.R. PARTS 15 AND 1520.

Non-Behavioral Indicators (High-Risk)

(b)(3):49 U.S.C. § 114(f)

Description

(b)(3):49 U.S.C. § 114(f)

~~SENSITIVE SECURITY INFORMATION~~

Non-Behavioral Indicators (Low-Risk)

(b)(3):49 U.S.C. § 1114(f)

Description

(b)(3):49 U.S.C. § 1114(f)

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Non-Behavioral Indicators (Low-Risk)

(b)(3) 49 U.S.C. § 114(f)

Description

(b)(3) 49 U.S.C. § 114(f)

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Appendix A: Performance Metrics for the Behavior Detection Capability

| Efficiency Metrics | |
|--|--|
| Metric | Description |
| Coverage | A ratio of BDOs to passenger activity. |
| Referral Rate | A ratio of referrals to measure of passenger activity. |
| Exclusion Rate | A ratio of exclusions from MI to measure of MI passenger activity. |
| Relative Usage | Frequency, consistency, and rank of indicator use and referral rate. |
| False Referral Rate | Cases where a passenger is referred incorrectly (i.e., a passenger who is referred to BDR Screening or LEO without meeting the referral threshold). |
| Low-Risk Referral Rate | Cases where a low-risk passenger (e.g., an anxious flier) is referred correctly to BDR Screening or LEO but the individual is not a high-risk outcome or adversary. |
| High-Risk Referral Rate | Cases where a high-risk passenger (e.g., an individual in the possession of a serious prohibited/illegal item) is referred correctly to BDR Screening or LEO but the individual is not an adversary. |
| Effectiveness Metrics | |
| Metric | Description |
| Probability of Encounter [P(e)] | The probability that a BDO will meaningfully observe an adversary who passes through security at the checkpoint. |
| Probability of BD Referral [P(r _{BD})] | The probability of a BDO routing an adversary who passes through security to BDR Screening. |
| Probability of LEO Referral [P(r _{LEO})] | The probability of a BDO routing an adversary who passes through security to a LEO. |
| Probability of Exclusion [P(v)] | The probability of a BDO correctly excluding an adversary from the MI lane and routing him/her to the standard screening lane, BDR Screening, or LEO. |

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Appendix B: Important Acronyms

| Acronyms | |
|-----------------|--|
| Acronym | Definition of Acronym |
| AIR | The American Institutes for Research |
| BDA | Behavior Detection and Analysis |
| BDO | Behavior Detection Officer |
| CAP | Community Advisory Panel |
| DHS S&T | Department of Homeland Security Science and Technology Directorate |
| FBI | Federal Bureau of Investigations |
| GAO | The Government Accountability Office |
| IED | Improvised Explosive Device |
| LEO | Law Enforcement Officer |
| OCD | Operational Capabilities Document |
| OCRL | Office of Civil Rights and Liberties |
| OJC | On-the-Job Coaches |
| OJT | On-the-Job Training |
| OMB | Office of Management and Budget |
| OSC | Office of Security Capabilities |
| OSD | Office of Security Defense |
| OSO | Office of Security Operations |
| OTWE | Office of Training and Workforce Engagement |
| PCA | Program Compliance Assessment |
| P _r | Probability of Referral |
| RC | Resolution Conversation |
| RTTA | Real-Time Threat Assessment |

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~~SENSITIVE SECURITY INFORMATION~~

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| SME | Subject-Matter Expert |
| SPH | Serious Prohibited/Illegal Items |
| SPOT | Screening of Passengers by Observation Techniques |
| T&E | Testing and Evaluation |
| TAC | Threat Assessment Capabilities |
| TAD | Threat Assessment Division |
| TDC | Travel Document Checker |
| TSA | Transportation Security Administration |
| VIPR | Visual Intermodal Prevention and Response |

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