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Withheld pursuant to exemption

(b)(6)

of the Freedom of Information and Privacy Act



Transportation  
Security  
Administration

Date: August 27, 2013

To: (b)(6)  
Behavior Detection Officer (BDO)  
SDF, Louisville, Kentucky

From: (b)(6)  
Transportation Security Manager BDO  
SDF, Louisville, Kentucky

Subject: Letter of Guidance and Direction – TDC Conduct

ER Case Number: (b)(6)

The successful operation of TSA Security Screening depends upon every Transportation Security Officer carrying out, to the best of their ability, all assigned security screening functions, training requirements, and bearing all associated responsibilities.

On August 23, 2013, at approximately 0545 hours, while performing duties as the Behavior Detection Officer (BDO) at the Checkpoint located at SDF Louisville KY, you BDO (b)(6) observed Travel Document Checker (TDC) operator (b)(6) refuse checkpoint entry to a passenger that had a printed copy of an electronic boarding pass and ask the passenger to step aside and try to pull up his electronic boarding pass.

You BDO (b)(6) suggested that the passenger take a picture of his printed electronic boarding pass and return to TDC operator (b)(6) (b)(6). The passenger followed your instructions and was able to continue on with screening.

BDO (b)(6) your partner, reported this to Supervisory Transportation Security Officer (STSO) (b)(6) who intervened and asked the passenger to bring up his electronic boarding pass. When the passenger was unable to use the link to produce the code to be scanned STSO (b)(6) informed him that he would need to go to the ticket counter and get a paper boarding pass.

You then approached STSO (b)(6) between lanes three and four and debated that a photo of an unacceptable boarding pass was acceptable

because it was on an electronic device per TDC Standard Operating Procedures (SOP) of which you had just reviewed at the STSO podium. You continued debating until STSO (b)(6) stated this conversation is over and walked away. Later in the shift you again approached STSO (b)(6) and stated that it was not your intention to upset or challenge him and again wanted to debate the issue. STSO (b)(6) instructed you to stick to BDO duties and to direct questions about the screening process to screening personnel.

You are decertified from performing duties as a Travel Document Checker until remediation training is completed. I want your efforts to be directed in reviewing all travel documents for proper identification and markings as outlined in the TDC SOP, Rev 1, change 2, dated September 12, 2012. I want you to ensure that you exercise caution and attention to detail when checking all TDC documents. You will refrain from suggesting loopholes in the SOP to passengers. While as you said the SOP did not state a passenger could not take a photo of their boarding pass and scan it. I believe the reasonable person test applies. Therefore, if the printed electronic boarding pass is unacceptable per the SOP, a photo of that same printed electronic boarding pass is also unacceptable even though it is on an electronic device?

We are tasked with ensuring the safety of the travelling public and to follow the SOP in our screening operations, deviation or disregard will not be tolerated. You made a poor decision in suggesting that a passenger take a photo of his unacceptable printed electronic boarding pass at TDC screening, placing the traveling public at risk. You made another poor decision in debating the bases of that decision with a STSO at the checkpoint, adversely affecting the efficiency of checkpoint screening. Transportation Security Administration (TSA) employees are responsible for responding promptly to and fully complying with directions and instructions received from their supervisor or other management officials and nothing less will be accepted. You can expect to be reevaluated in the near future. A recurrence of these failures will result in your placement in a Performance Improvement Plan.

This memorandum is not a formal disciplinary action and is not grievable through the agency grievance procedures. It will not be placed in your official personnel file. However, I will retain a copy of this memorandum indefinitely in the event that it is necessary to demonstrate that you have had an interest based discussion and are being placed on notice regarding this type of performance.



I am available to help you if you need guidance on this matter. Additionally, if you need assistance in dealing with any personal matters, the Employee Assistance Program (EAP) is available to provide confidential counseling services. EAP can be reached by calling 1-800-222-0364.

(b)(6)

8-27-2013

Date

Please sign the receipt of acknowledgement below. Your signature does not indicate agreement with this action; it only represents that you received this notice on the date signed.

**Acknowledgement of Receipt – Letter of Guidance and Direction**

I have received a copy of this Letter of Guidance and Direction on the date indicated below.

Employee's Signature

Date signed

BDO (b)(6) refused to sign  
AO Schnobrich witnessed

BDO (b)(6) stated that he had  
read and understood this letter  
and saw no reason to sign it

(b)(6)

(b)(6)

<b>BDO STATEMENT OF OBSERVATION</b> U.S. Department of Homeland Security Transportation Security Administration	<b>Location:</b> <b>SDF CHECKPOINT</b>
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I, (b)(6) make the following statement in an effort to fully cooperate with TSA and Department investigations as outlined in TSA MD 100.73-5. This includes providing truthful, accurate, and complete information in response to matters of official interest and providing a written statement if requested to do so. No promises or threats have been made and no pressure or coercion of any kind was used against me. I make this statement with full knowledge (that it may be used in any TSA administrative proceeding.

On the morning of Friday August 23<sup>rd</sup>, 2013 my partner Behavior Detection Officer (BDO) (b)(6) and I BDO (b)(6) observed two gentlemen travelling together in line before the Travel Document Checker (TDC). There were 2 TDCs working, (b)(6) and (b)(6). One passenger went to (b)(6) and his travelling companion went to (b)(6) to start the screening process and show their identification and travel documents. The TDC was equipped with a fully operational Boarding Pass Scanning System (BPSS). Both passengers had printed paper travel documents. Specifically, the passengers printed out electronic boarding passes, which included QR codes for each of the individual passengers. (b)(6) checked one passenger's travel documents and identification while (b)(6) checked the travel documents and identification of the other passenger. (b)(6) allowed the passenger to proceed to the next phase of the screening process while (b)(6) did not. The passenger that (b)(6) was checking stepped away from the TDC in attempts to pull up the electronically stored boarding pass on his Smart phone. I suggested the passenger take a picture of his printed boarding pass return to (b)(6) at the BPSS. (b)(6) asked the passenger to display the barcode on his mobile device and ensured the mobile device backlight was turned on. The barcode was displayed over the BPSS scanner. The barcode validated the BPSS with a green light and displayed the individual's name and flight information. TDC (b)(6) compared the name on the BPSS display to the name on the ID to confirm the information matched and verified the ID using the procedures in TDC SOP Section 3.2.1. TDC (b)(6) then allowed the passenger to proceed to the next step of the screening process. Mary Blanton was visibly upset about the situation and notified Supervisor Transportation Security Officer (STSO) (b)(6) immediately.

NOT COMPLETED WILL FINISH MONDAY AUGUST 26<sup>th</sup>, 2013. Per Debra McDonald

I have read this entire statement consisting of NOT COMPLETED page(s). I have been given the opportunity to make additions, deletions, or corrections. I have initialed each page and all corrections. I verify that the above statement is true and accurate.

Prepared on: August 23, 2013 Signature: (b)(6)

**SENSITIVE SECURITY INFORMATION**

WARNING: This record contains sensitive security information that is controlled under 49 CFR Parts 15 and 1520. No part of this record may be disclosed to persons without a valid "need to know" 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 action. For U.S. Government agencies, public disclosure governed by 5 USC 552 and 49 CFR Parts 15 and 1520.  
 (NOTE: This form may contain SSI when filed in -- SDF Rev 4/16/09.



**BDO STATEMENT OF OBSERVATION**U.S. Department of Homeland Security  
Transportation Security Administration

Location:

**SDF CHECKPOINT**

I, (b)(6) make the following statement in an effort to fully cooperate with TSA and Department investigations as outlined in TSA MD 100.73-5. This includes providing truthful, accurate, and complete information in response to matters of official interest and providing a written statement if requested to do so. No promises or threats have been made and no pressure or coercion of any kind was used against me. I make this statement with full knowledge that it may be used in any TSA administrative proceeding.

On the morning of Friday August 23<sup>rd</sup>, 2013 I was the acting manager for SPOT and POC at the time per directives implemented by SPOT STSM (b)(6). (b)(6) was not present at the time. My partner Behavior Detection Officer (BDO) (b)(6) and 1 BDO (b)(6) observed two gentlemen travelling together in line before the Travel Document Checker (TDC). There were 2 TDCs working, (b)(6) and (b)(6). (b)(6) One passenger went to (b)(6) and his travelling companion went to (b)(6) to start the screening process and show their identification and travel documents. The TDC was equipped with a fully operational Boarding Pass Scanning System (BPSS). Both passengers had printed paper travel documents. Specifically, the passengers printed out electronic boarding passes, which included QR codes for each of the individual passengers. (b)(6) checked one passenger's travel documents and identification while Joseph (b)(6) checked the travel documents and identification of the other passenger. (b)(6) allowed the passenger to proceed to the next phase of the screening process while (b)(6) did not. The passenger that Joseph (b)(6) was checking stepped away from the TDC in attempts to pull up the electronically stored boarding pass on his Smart phone. I suggested the passenger take a picture of his printed boarding pass return to (b)(6) at the BPSS. (b)(6) asked the passenger to display the barcode on his mobile device and ensured the mobile device backlight was turned on. The barcode was displayed over the BPSS scanner. The barcode validated the BPSS with a green light and displayed the individual's name and flight information. TDC (b)(6) compared the name on the BPSS display to the name on the ID to confirm the information matched and verified the ID using the procedures in TDC SOP Section 3.2.1. TDC (b)(6) then allowed the passenger to proceed to the next step of the screening process. At no time did I interact with the TDC or give them direction guidance or advice of any sort. (b)(6) was visibly upset about the situation and notified Supervisor Transportation Security Officer (STSO) (b)(6). I asked BDO (b)(6) if she had read the TDC SOP section 4.1 regarding electronic boarding passes and she stated that she had not. (b)(6) became physically involved and stood directly with the group of passengers and STSO (b)(6) while he re-checked their boarding passes and identification. (b)(6) had several long conversations with STSO (b)(6) throughout the course of the day after the gentlemen had processed and continued with their travel plans. Later in the shift BDO (b)(6) was having another conversation with STSO (b)(6) and I approached them. I had a brief conversation with STSO (b)(6). I casually and professionally spoke with STSO (b)(6) about new technologies available and how they currently worked together with our current TDC SOP. STSO (b)(6) responded casually and professionally while showing (b)(3), 49 U.S.C. § 114(r). I walked away. Before my shift ended, I spoke with STSO (b)(6) and stated that it was not my intention to upset him or challenge him. I stated that I understood that he was in charge of the checkpoint. (b)(6) continued to have several long conversations with STSO (b)(6) throughout the course of the day.

I have read this entire statement consisting of NOT COMPLETED page(s). I have been given the opportunity to make additions, deletions, or corrections. I have initialed each page and all corrections. I verify that the above statement is true and accurate.

(b)(6)

Prepared on: August 26, 2013

Signature

**SENSITIVE SECURITY INFORMATION**

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For U.S. Government agencies, public disclosure governed by 5 USC 552 and 49 CFR Parts 15 and 1520.

(NOTE: This form may contain SSI when filled in -- SDF Rev 4/16/09.



Boarding Pass

SDF → DFW



Gate  
---

Boarding Time  
5:45A

Flight  
AA1839

Seat  
(b)

Departing at 6:16 AM (EDT)

2h 0m

GROUP

2

Record Locator: (b)(6)

Friday, August 23, 2013

(b)(6)  
Frequent Flyer Number: (b)(6)

Inflight Services:



**TSO STATEMENT OF OBSERVATION**U.S. Department of Homeland Security  
Transportation Security Administration

Location: SDF

I, STSO (b)(6), make the following statement in an effort to fully cooperate with TSA and Department investigations as outlined in TSA MD 1000.73-5. This includes providing truthful, accurate, and complete information in response to matters of official interest and providing a written statement if requested to do so. No promises or threats have been made and no pressure or coercion of any kind was used against me. I make this statement with full knowledge that it may be used in any TSA administrative proceeding.

On the morning of Friday August 23, on or around 0545, I was called to the TDC position by BDO (b)(6). She handed me a printed out electronic boarding pass and asked me if it was acceptable. I told her that the electronic boarding passes were only accepted on the mobile device. She informed me that TSO (b)(6) accepted the printout at the TDC position. I asked the passenger to show me his boarding pass on his mobile device. The device was scanned and he was cleared. I asked TSO (b)(6) if he cleared the passenger with the printed electronic ticket and he said yes. I informed him that they were only accepted on the electronic device. He stated that he didn't know, but he wouldn't let it happen again. At the same time another passenger approached TDC#2 and presented a printed electronic boarding pass to TSO (b)(6). TSO (b)(6) told the passenger that the printed Electronic ticket was not acceptable and he needed to step to the side and bring the electronic pass up on his phone. A few minutes later the passenger told TSO (b)(6) that he had it. He scanned his phone and was cleared. BDO (b)(6) approached me and told me that the passenger had taken a photo of his paper ticket and used the photo to scan. I stopped the passenger and told him I needed him to bring up his electronic code on his electronic device. He was unable to use the link to produce the code to scan. I informed him that he needed to go back to the ticket counter to get a paper boarding pass. BDO (b)(6) asked me why him taking the picture of the paper document wasn't acceptable? I informed BDO (b)(6) that the boarding pass needs to be stored in the device by the correct link, not by a picture taken of a paper boarding pass at the TDC location. He continued to try and debate the validity of the photo being used as a means to get through the TDC position. I told him that the conversation was over and then went back to my position at the Supervisors podium. I then informed TSM (b)(6) about the situation. I was later approached by TSO (b)(6) and he told me that he might have overheard BDO (b)(6) tell the passenger to just take a picture of the paper pass and use that, but he was unsure because he was focusing on other passengers at the time. About an hour later I was approached by BDO (b)(6). He wanted to try and explain why he thought the picture was acceptable. I asked him if he told the passenger to take a picture of the paper document and use it? He replied that he did. I told him it was best if he just stick to his (b)(6) duties and to direct questions about the screening process to screening personnel.

I have read this entire statement consisting of 1 page(s). I have been given the opportunity to make additions, deletions, or corrections. I have initialed each page and all corrections. I verify that the above statement is true and accurate.

Prepared on: 8-24-13 Signature: \_\_\_\_\_

(b)(6)

WARNING: This record contains sensitive security information that is controlled under 49 CFR Parts 15 and 1520. No part of this record may be

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SDF Statement  
Rev 9/1/08



**BDO STATEMENT OF OBSERVATION**U.S. Department of Homeland Security  
Transportation Security Administration

Location:

SDF Checkpoint

I, BDO (b)(6) make the following statement in an effort to fully cooperate with TSA and Department investigations as outlined in TSA MD 100.73-5. This includes providing truthful, accurate, and complete information in response to matters of official interest and providing a written statement if requested to do so. No promises or threats have been made and no pressure or coercion of any kind was used against me. I make this statement with full knowledge that it may be used in any TSA administrative proceeding.

On Friday morning, August 23, 2013 at approximately 0600 (give or take a few minutes), I was conducting Screening Passengers by Observation Techniques (SPOT) at the security checkpoint with Behavior Detection Officer (BDO) (b)(6) when Transportation Security Officer (TSO) (b)(6) showed me a printed boarding pass that was actually just a printed QR Code from an electronic boarding pass. TSO (b)(6) asked me if that was acceptable and I told him that the new change in the SOP says that it has to be on the electronic device. The passenger told me that his travel companion had the same paper boarding pass but that he had gotten through with it. I walked over to the divesting table on lane 4 and saw the printed QR code paper on top of the passengers' jacket. I asked the passenger if he minded if I looked at it and he gave it to me. After looking at the document, I noticed that there was only a red mark on the date of the document and that there were no identifying numbers. I asked him who had checked his ticket and ID and he pointed to TSO (b)(6). I informed the passenger that I would need to call the Supervisory Transportation Security Officer (STSO) to verify that that boarding pass would be valid for travel. I called STSO (b)(6) and informed him of the paper QR Code boarding passes. STSO (b)(6) came to lane 4 to look at the paper boarding pass and informed the passenger that the electronic boarding pass had to indeed be on an electronic device. I then told BDO (b)(6) what STSO (b)(6) had told me. The second passenger then presented TSO (b)(6) with an 'electronic' boarding pass on his cell phone. I asked BDO (b)(6) if the passenger had managed to find the electronic boarding pass in his phone and he answered that the passenger had just taken a picture of the actual paper boarding pass. I said that I didn't think that it would be valid because it has to be an actual electronic pass sent to the electronic device from the airline. I then asked STSO (b)(6) if a photo taken from the paper boarding pass would be allowed and he said that it would not be allowed and that the passenger needed to go to the ticket counter to get a boarding pass printed if he couldn't find the actual link in his phone. I again told BDO (b)(6) this and (b)(6) went to the podium to look at the TDC SOP to see how it reads. After looking at the SOP, BDO (b)(6) came to tell me that the SOP doesn't specify how the boarding pass has to get to the electronic device, but only that it has to be on the electronic device. At this time, STSO (b)(6) had finished dealing with the passengers: one was able to bring up the 'link' for his electronic boarding pass, but the other passenger had to go back to the ticket counter to get a printed boarding pass. BDO (b)(6) approached STSO (b)(6) and told him that the boarding pass was okay that was on the phone. He told him that he went to look at the SOP and that the SOP doesn't specify that the electronic boarding pass has to come from a link sent from the airline. STSO (b)(6) told BDO (b)(6) that it was not acceptable because the passenger took a picture of the printed QR Code boarding pass with his phone and that it was not a truly authentic electronic document. STSO (b)(6) said that we don't know how the boarding pass got on the phone since he couldn't bring up a link to show us.



At this point I had walked out of earshot of the conversation between BDO (b)(6) and STSO (b)(6). This conversation took place at the end of lanes 3 and 4 and resulted in STSO (b)(6) trying to end the conversation and BDO (b)(6) continuing on with the argument that it was a 'good boarding pass'. A short time later, BDO (b)(6) had stopped Transportation Security Manager (TSM) (b)(6) as she was passing by the checkpoint. He wanted to talk to her concerning the TDC SOP and the boarding pass situation. I did not hear the conversation between them but later I asked BDO (b)(6) if he was able to persuade TSM (b)(6) to 'see it his way'. BDO (b)(6) said that there was really not a his way or a wrong way, it is really just a situation where you have the opportunity to think outside the box and that it was okay to make the call to accept a photo of a boarding pass because it will scan correctly and that it doesn't say that you can't do that in the SOP. He also advised me that when they wrote the SOP, that they didn't have all the possible scenerios in front of them there for it really wasn't all inclusive. This is where someone sees something and brings it to the attention of the manager and they send it to headquarters for evaluation. I again told him that it was an issue that had to do with the checkpoint and that I believe that the best thing to do was to call the supervisor and let them handle it. I told him that it would certainly not be a decision that I would be willing to make.

Later in the morning STSO (b)(6) had come to TDC to help another TSO who had a question with a boarding pass. As he was walking away, STSO (b)(6) told me again that originally he didn't know how the boarding pass had come to be on the passenger's cell phone but that BDO (b)(6) had told him that he had advised the passenger to 'just take a picture of it and it will scan green'. STSO (b)(6) also told me that he had gotten pretty irritated that the conversation was taking place out on the floor and that after learning that BDO (b)(6) had advised the passenger to 'just take a picture of it', that BDO (b)(6) had basically advised a passenger on how to bypass the security measures to get past TDC. I advised STSO (b)(6) to talk to his manager and he told me that he had already spoke with TSM (b)(6) concerning it.

I advised BDO (b)(6) numerous times that at a time like this it is best to call for the Supervisor and let him handle it because he was the one running the checkpoint. I said that it is not our place to make decisions or advisories concerning checkpoint affairs. BDO (b)(6) informed me that we are TDC certified and that we are allowed to clear passengers at TDC. I again informed him that that was certainly not a call that I would feel comfortable in making.

I have read this entire statement consisting of 2 page(s). I have been given the opportunity to make additions, deletions, or corrections. I have initialed each page and all corrections. I verify that the above statement is true and accurate.

Prepared on: 08/23/2013

Signature

(b)(6)

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**TSO STATEMENT OF OBSERVATION**U.S. Department of Homeland Security  
Transportation Security Administration

Location: SDF

I, (b)(6), make the following statement in an effort to fully cooperate with TSA and Department investigations as outlined in TSA MD 1000.73-5. This includes providing truthful, accurate, and complete information in response to matters of official interest and providing a written statement if requested to do so. No promises or threats have been made and no pressure or coercion of any kind was used against me. I make this statement with full knowledge that it may be used in any TSA administrative proceeding.

Today, August 23, 2013 at approximately 0600 I was returning to the checkpoint from the ADMIN. Area and was stopped by Behavior Detection Officer (BDO) (b)(6) just after I passed the TDC area where he was posted.

BDO (b)(6) asked me if I was the SSI Coordinator and I confirmed that I was. BDO (b)(6) then went on to ask me a hypothetical question about the Electronic Boarding passes and the SOP concerns he had with defining what is considered a Electronic Boarding pass.

We discussed this for about five (5) minutes and then I told him I would mull it over and try to get back to him to answer his questions as to who to contact to get SOP clarifications, i.e.

Upon my return to the checkpoint Supervisory Transportation Security Officer (STSO) (b)(6), who was running the checkpoint today, came to the office to speak to me.

STSO (b)(6) told me that he had an issue at TDC that involved BDO (b)(6) and that the officer had overstepped his bounds and should not be interfering with the checkpoint procedures. STSO (b)(6) described to me in detail what had transpired and that he wasn't really sure whether or not BDO (b)(6) had told the passenger that he could take a snapshot of the boarding pass in question on his phone and present it to TDC.

I asked STSO (b)(6) if he was writing a statement and he said no because he wasn't sure that BDO (b)(6) had actually told the passenger to take the snapshot.

We discussed the fact that I was under the impression that this was an actual hypothetical question only until he came in and we had our discussion. No action was taken.

Today at approximately 0930 Transportation Security Manager (TSM) (b)(6) came to the TSM office at the checkpoint and asked if I had gotten her message. I told her no that I had been busy trying to get an action completed. She stated that she had called on my cell and I told her I hadn't received the message. I looked at my phone and it was dead. I immediately put it on the charger.

TSM (b)(6) then asked me what I knew about BDO (b)(6). I told her to hold on and I requested STSO (b)(6) to come into the office to discuss the incident with TSM (b)(6).

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SDF Statement  
Rev 9/1/08

STSO (b) came in and told her what he had already told me in addition to the second conversation that he had with BDO (b), where he stated that he had told the passenger to take a snapshot.

The discussion between the three of us led to us needing statements from all parties involved (TSO (b) and (b)(6)) whose shift ended at 0900. This will be taken care of tomorrow when they return.

I asked STSO (b) to make sure that he writes his statement and collect the others to turn in to TSM (b)(6). TSM (b)(6) was given the boarding pass in question and that was the end of the conversation.

(b)(6)

8/23/13

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<p align="center"><b>TSO STATEMENT OF OBSERVATION</b>  <b>U.S. Department of Homeland Security</b>  <b>Transportation Security Administration</b></p>	<p><b>Location: SDF</b></p>
<p>I, <span style="border: 1px solid black; padding: 2px;">(b)(6)</span>, make the following statement in an effort to fully cooperate with TSA and Department investigations as outlined in TSA MD 1000.73-5. This includes providing truthful, accurate, and complete information in response to matters of official interest and providing a written statement if requested to do so. No promises or threats have been made and no pressure or coercion of any kind was used against me. I make this statement with full knowledge that it may be used in any TSA administrative proceeding.</p>	
<p>On the morning of Friday August 23, on or around 0600 I was working the TDC position . A passenger approached me with a paper copy of an electric boarding pass. I explained to the passenger that I couldn't accept this and he would need to bring it up on his phone or go back to the ticket counter and get a hard copy. He informed his buddy had the same thing and had just cleared TDC. I notified the Podium for supervisor. As he began looking for his electronic boarding pass I began processing other passengers. He then presented his I-Phone with the electric boarding pass. I scanned it and verified the passengers name and allowed him to go.</p>	
<p>I have read this entire statement consisting of <u> 1 </u> page(s). I have been given the opportunity to make additions, deletions, or corrections. I have initialed each page and all corrections. I verify that the above statement is true and accurate.</p> <p>Prepared on: <u> 8/24/13 </u> Signa <span style="border: 1px solid black; padding: 2px;">(b)(6)</span></p>	
<p><small>WARNING: This record contains sensitive security information that is controlled under 49 CFR Parts 15 and 1520. No part of this record may be disclosed to persons without a valid "need to know" 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 action. For U.S. Government agencies, public disclosure governed by 5 USC 552 and 49 CFR Parts 15 and 1520. (NOTE: This form may contain SSI when filed in -- SDF Rev 4/16/09.</small></p>	

<b>STATEMENT</b> U.S. Department of Homeland Security Transportation Security Administration	<b>Location:</b> Louisville Int'l Airport (SDF)
I, <span style="border: 1px solid black; padding: 2px;">(b)(6)</span> , make this statement with full knowledge that it may be used in any administrative or regulatory compliance proceeding.	
On August 23, 2013 while operating TDC a passenger presented a paper print out QR coded paper along with his name, departure airport, and other traveling information. I verified his drivers license, then used the electronic reader to scan the paper QR which was accepted. I then verified the name on the green message screen on the reader against the passengers drivers licences and proceeded to grant him entry into the screening checkpoint. Shortly thereafter, Supervisor <span style="border: 1px solid black; padding: 2px;">(b)(6)</span> approached me and informed me this was not a valid since we did not possess PreCheck. I later then read the TDC SOP and became informed of this procedure.	
I have read this entire statement consisting of 1 page. I have been given the opportunity to make additions, deletions, or corrections. I have initialed each page and all corrections. I verify that the above statement is true and accurate.	
<b>Prepared on:</b> .. 8-24-13	
<b>Signature:</b>	<div style="border: 1px solid black; width: 100%; height: 80px; display: flex; align-items: center; justify-content: center;"> <span style="color: red;">(b)(6)</span> </div>
<small>           WARNING: This record contains sensitive security information that is controlled under 49 CFR Parts 15 and 1520. No part of this record may be disclosed to persons without a valid "need to know" 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 action. For U.S. Government agencies, public disclosure governed by 5 USC 552 and 49 CFR Parts 15 and 1520. (NOTE: This form may contain SSI when filled in -- SDF Rev 2-04-10).         </small>	



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Withheld pursuant to exemption

(b)(6)

of the Freedom of Information and Privacy Act