

MEMORANDUM FOR THE RECORD

Event: Site visit and briefing at Logan International Airport, Boston, MA.

Type of Event: Site Visit and Briefing

Date: August 15, 2003

Special Access Issues: None

Prepared by: John Raidt

Team Number: 7

Location: Logan International Airport

Participants – Non-Commission: Dave Mackey, General Counsel Massport; Eli Wallach, Aviation Counsel for Massport; and Tom Kinton, Aviation Director for Massport

Participants - Commission: John Raidt and John Tamm

(U) All three of the briefers were in their current positions on 9/11. The MASSPORT representatives reported that passenger volume is down about 20% from pre 9/11 levels. At one point volume was down by nearly 40%. The representatives indicated that "shocks" are always followed by "spikes" and they anticipated returning to pre 9/11 volumes in the future.

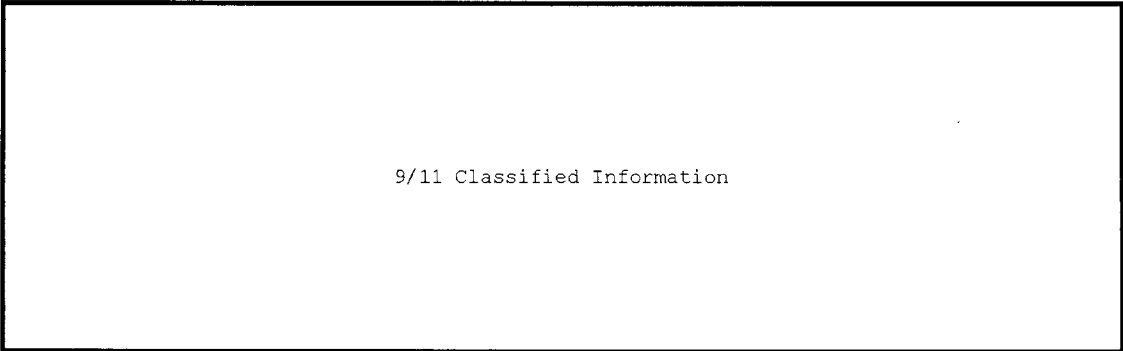
(U) I had asked Mr. Mackey several times to make Joe Lawless (the Massport Director of Public Safety) available for the briefing. They failed to comply with the request citing the litigation over 9/11 to which Massport is a party.

(U) Mackey and Wallach indicated that, because of the lawsuits over 9/11 in which they are involved, they would like to have litigation counsel present at all interviews with Massport staff, including Mr. Lawless. In Mr. Lawless' case they indicated that in addition to the attorney handling Massport in the litigation, Mr. Lawless is represented by an additional private counsel. Apparently neither were available or asked to attend the briefing so that Mr. Lawless could be present.

(U) I indicated that the Commission needs to have access to those we want to interview, and that Massport counsel would need to talk to the Commission counsel to discuss procedure.

(U) The briefers indicated that a number of security upgrades have been effected since 9/11, and that the "Carter Report" and Massport guided many of the improvements.

~~(S)~~ The measures include:



9/11 Classified Information

--A morning security meeting chaired by Kinton—that his held every morning.

(U) Kinton indicated that the Massachusetts State Police clear suspected IED's in both carry-on and checked baggage.

(U) Mackey share his view that Boston was selected along with Dulles and Newark because they were the only airports that had the profile they were looking for 767's and 757's loaded with fuel. He said he wasn't sure why JFK hadn't been chosen, and agreed that Philadelphia fit the profile as well. (Note: probably so did Pittsburgh).

(U) Kinton share^d with us the fact that the bag found in ATTA's rental car left in the parking garage, as well as the cell phone calls from the Boston based flight attendants helped identify the nature of the plot and plotters.

(How could this have been airtai can when he flew)

(U) Kinton described that ATTA's car was found because after the attacks a citizen called to report an encounter he had with the hijackers in the airport parking garage that morning. Apparently one of the hijackers opened his car door and hit the citizen's car. The citizen then opened his car door and purposely let it hit the hijackers' car. He reported how odd it was that they just sat in the car and didn't react to his provocation. This report helped identify the car and the evidentiary material found inside. The FBI interviewed the informant.

(U) The only surveillance cameras were located at the Airport ATM's and in some areas of the parking lot.

As part of the briefing we took a tour of the terminal areas accessed by the hijackers.

(U) UAL Flight 175 boarded and departed from gate 19, Terminal C at Logan Airport. Access to terminal C was through the security checkpoint at PIER B that served gates 11-21. (This checkpoint is at the far left of the terminal area and behind the ticketing counter area). On 9-11 there was no way to access terminal C except through that single checkpoint.

On 9-11 the checkpoint was outfitted with two magnetometers and two x-ray machines. (today the checkpoint has 4 or 5 magnetometers and 4 or 5 x-ray machines).



(U) United Airlines had custody of the checkpoint. The other airlines with gates in that terminal (including Comair for Delta) paid United for the checkpoint operations.

(U) On 9-11 there were no surveillance cameras at the checkpoint or in the terminal. Cameras have since been deployed.

(U) A bank of phones between the checkpoint and the gate (on the right) as used by one of the flight 175 hijackers to call ATTA.

(U) AAL Flight 11 boarded and departed from Gate 31 (now gate 35), Terminal B. The hijackers went through the PIER A checkpoint which featured two x-ray machines and two magnetometers. (KINTON IS CHECKING TO SEE IF THERE WAS ANOTHER CHECKPOINT OPEN WHICH THE HIJACKERS COULD HAVE USED TO ACCESS THE TERMINAL "EAGLE CHECKPOINT?"—HE DOESN'T THINK SO).

Who had custody of the checkpoint?

(U) AAL 11 hijackers Atta and Omari arrived at Logan Airport on the morning of 9/11 aboard Colgan Air flight 5390 from Portland Maine. The Colgan flight arrived at GATE B9A. From that gate passenger go up an escalator and outside across a parking garage and into the main terminal B.

~~(U)~~ Kinton pointed out that Portland was the closest airport to Boston that would have gotten the hijackers into Logan early enough to catch the AAL Flight 11.

(U) Kinton and Mackey indicated that they think TSA is doing an outstanding job at Boston by setting the right priorities.

~~(SST)~~ The briefers pointed out that it took exceptional weather for the hijackers to pull off what they did. They could not have executed the plot if the weather were cloudy or visibility poor.

9/11 Classified Information

--What intelligence is actionable.

9/11 Classified Information

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Recommendation

Ideas to improve security procedures at Logan include:

- Kinton wants scanning technology to load the "watch list" and "no fly" list which would check the ID against.
- There needs to be improvement in identification documents because they are so easy to forge. Kinton believes that the proliferation and ease of acquiring fake identification renders ID checks meaningless.

COMMISSSION SENSITIVE

Recommend

--They agreed that a best-practices guideline book of how to incorporate aviation security into airport construction is a good idea. This could encourage things like bullet and shatter-proof glass; construction the minimizes explosion impacts, etc.

COMMISSION SENSITIVE

