

Executive Summary

Representatives from the TSA and FAA determined that Mr. Tisdale had apparently fallen from U.S. Airways flight 1176, a Boeing 737-400, which flew from Charlotte to Boston. This flight came off of Gate "C9" at 1802 hours, moved via Taxi Way "M" to [REDACTED] where it remained from 1826 to 1903 hours. From 1903 to 1911 hours, the aircraft moved [REDACTED] to the stop line on runway "18L", and proceeded to take off in a Southern direction at 1916 hours.

Charlotte Douglas International Airport (CLT) is owned and operated by the City of Charlotte. CLT is 8th nationally in airport operations and 11th in passengers. Seven major carriers, 14 regional carriers and two foreign flag carriers offer 695 daily flights from CLT with nonstop service to 134 destinations, including 33 international locations. Total passenger traffic for 2009 was 34,536,666 persons.

CLT has four runways, one terminal building with five concourses totaling over 1.7 million square feet, over 19 miles of perimeter fencing and approximately 30,000 parking spaces. It is classified by the TSA as a Category X airport.¹

Security for the airport perimeter and facilities is provided by sworn law enforcement officers who are employed by the City of Charlotte. There is one position from the Charlotte-Mecklenburg Police Department (*a Captain*), who is detailed to the airport and who's salary is reimbursed by the Aviation Department. Response to events on the property surrounding the airport is currently provided by the Charlotte-Mecklenburg Police Department's Freedom Division.

¹ TSA classifies the over 400 commercial airports in the United States into one of five airport security categories (X, I, II, III, and IV) based on various factors, such as the total number of take-offs and landings annually, the extent to which passengers are screened at the airport, and other special security considerations. In general, category X airports have the largest number of passenger boardings and category IV airports have the smallest.

1 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 "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 penalty or other action.

Investigation

- Investigated the availability of video surveillance from within the airport terminal and outside areas to include the tarmac and gates.
- Examined the perimeter fencing and gates of the airport with a focus on the area around the North end of runway 18L.
- Interviewed the staff at the Aviation Museum.
- Conducted an aerial and ground search of the area adjacent to the South end of runway 18L to ensure that evidence was not located on the roofs or grounds of any surrounding buildings.
- Obtained photos of the construction site adjacent to gate 23, and the area around the North end of runway 18L at night.
- Attempted to lift latent prints off gate 23 and swabbed for DNA residue.
- Ran a tag-reader vehicle through all of the employee parking lots.
- Collected soil samples from the area around the North end of runway 18L.
- Interviewed several members of the Airport Law Enforcement agency on general perimeter security protocols, policies and common procedures.

- There is evidence to support that Mr. Tisdale did not access the aircraft's location via one of the TSA security checkpoints.
- [REDACTED] there is no evidence to support that Mr. Tisdale entered the terminal building and vectored to the tarmac via an exterior door.
- There is some video surveillance to support that Mr. Tisdale did not access the aircraft while it was at the gate.
- [REDACTED]
- A pre-flight inspection was conducted while the aircraft was at the gate and Mr. Tisdale would have probably been discovered at that time.
- ~~When the aircraft was at the gate, it was not secured.~~

- ✓ There were no other airplanes in that area of the tarmac.
- ✓ The aircraft was completely stationary during this time period.
- ✓ One, or both, engines may have been cut off or idled down making the aircraft appear less hazardous to approach.

Joint Vulnerability Assessments

The TSA and the FBI are responsible for carrying out joint threat and vulnerability assessments every three years on airports [REDACTED] The 2006 report² included the following considerations/recommendations:

The assessment conducted in 2010³ noted the following issues [REDACTED]

Summary/Recommendations

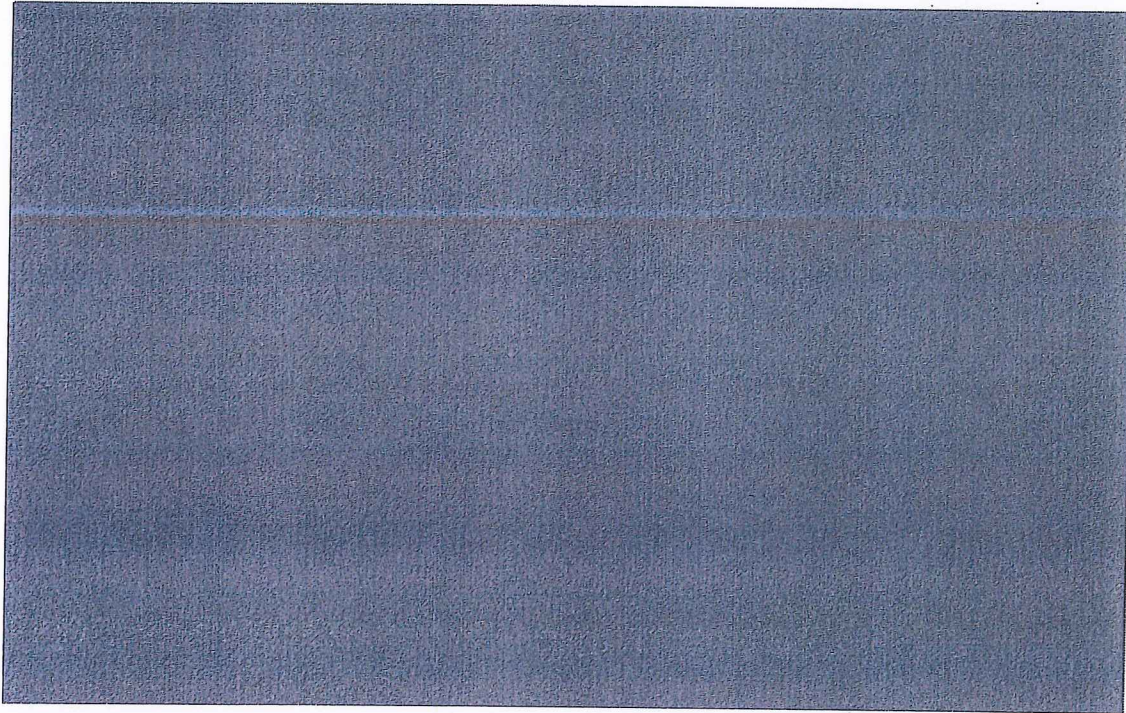
² Conducted April 3-7, 2006; Team Lead, TSA Special Agent [REDACTED]

³ Conducted September 20-24, 2010; report prepared by TSA Special Agent [REDACTED]

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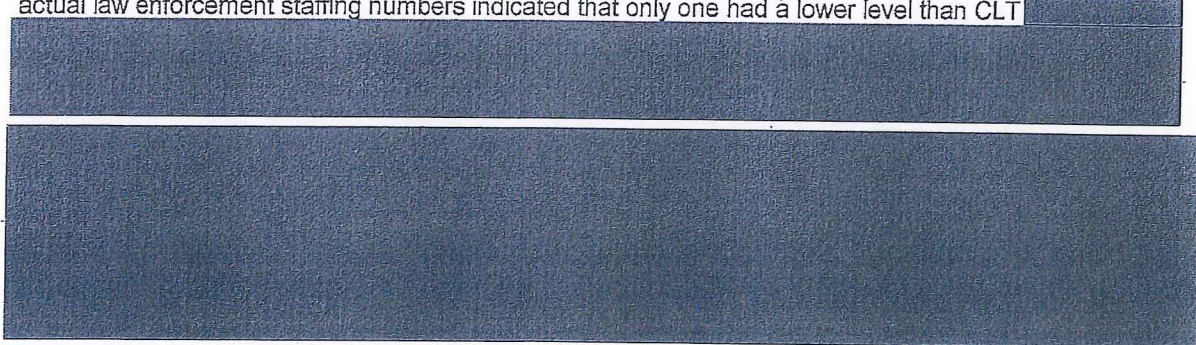
Given that the discussion here involves security, I am well aware that any suggestions or recommendations provided will quickly translate into an unanticipated expense for the airport and ultimately the City of Charlotte. The decisions on whether, or what, to implement will ultimately come at a cost.

In order to properly address the recommended security enhancements specific to the [REDACTED] [REDACTED] I would recommend:



An identified concern involves the use of a private security company to control the vehicle traffic on both the departing and arriving passenger levels; just outside the terminal building. For the most part, these personnel [REDACTED]

In terms of the current Airport Law Enforcement agency, [REDACTED] understaffed in comparison to other such agencies at airports that are comparable in size and level of service as CLT. In 2009, the Charlotte-Mecklenburg Police Department's Research, Planning and Analysis section was asked to compile some data on the type, size and functions of several airport law enforcement agencies from airports comparable to CLT. Data from the eight airports who reported their actual law enforcement staffing numbers indicated that only one had a lower level than CLT [REDACTED]



My recommendation would be to increase the law enforcement allocations at the airport

Operating at a minimum staffing level simply does not afford the staff an opportunity

In addition, the other Category X airports that responded to the survey questions, do not use their law enforcement officers as the primary medical response personnel and rely on either the fire department or other local emergency medical response system. [REDACTED]

I would recommend that a relationship be established with the Mecklenburg County Emergency Medical Services (MEDIC), or the Charlotte Fire Department to staff several positions assigned to the airport. This would provide for immediate medical response capabilities within the terminal and airport property,

This type of working relationship would also eliminate the need for the airport law enforcement officers to be certified as EMTs.

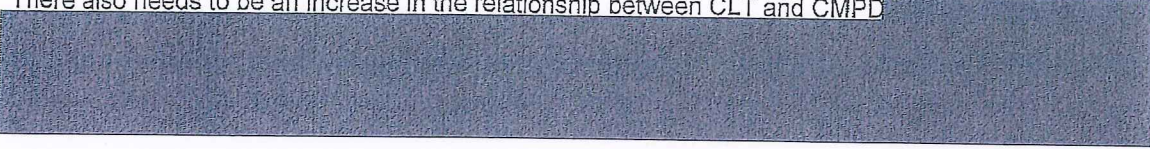
In order to more quickly increase the security posture at the airport:

I would suggest that consideration be given to using contract security for these positions.

This would allow for an almost immediate force multiplier to their staff while decisions are made to consider increasing the size of the CLT department. I believe in order for this to be effective, there would need to be a minimum of [REDACTED] assigned strictly to patrol [REDACTED]

This function could be mitigated in the future if a decision is made to enhance the electronic monitoring of these areas.

There also needs to be an increase in the relationship between CLT and CMPD



From a larger perspective, I believe that there needs to be consideration given to

