

**MEMORANDUM FOR THE RECORD**

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Event: Site visit to Portland International Jetport, Portland, Maine.

Type of event: Site visit; tour/orientation; briefing from airport management

Date: August 18, 2003

Special Access Issues: SSI

Prepared by: John Raidt

Team Number: 7

Location: Portland International Jetway administrative offices in Portland, Maine.

Participants - Non-Commission: Jeff Shultes, Airport Manager (207) 774-7740; Linda Nieves; Karen Berberick; and Cheryl Main, Human Resources Associate, City of Portland (207)874-8431.

Participants - Commission: John Raidt

The Portland International Jetport is owned and operated by the City of Portland, Maine. Jeff Shultes, was the AIRPORT DIRECTOR on 9/11 and remains in that position today. The AIRPORT SECURITY COORDINATOR on 9/11 was RUTH DUDLEY who is now the airport security director at Chattanooga, Tennessee. LINDA NIEVES is the current AIRPORT SECURITY COORDINATOR.

On 9/11 there was not FAA Federal Security Director. Portland's security oversight was under the authority of the FAA CASFO in Boston. Today the FSD is ROBERT DYER.

Atta and Omari (AA 11 hijackers) flew from Portland to Boston Logan on the morning of 9/11 on Colgan Air 5930 departing from gate 11. SHULTES believes the hijackers came through Portland because they didn't want to raise suspicions by descending on Logan with the other hijackers and Portland has a lot of flights to Boston.

The flight had been moved from Gate 8 to Gate 11. Shultes said that both gates were leased by U.S. Airways (Colgan's parent company). The change of gate was routine and was not undertaken for any security reasons.

Globe was the contractor servicing the U.S. Air Express/Colgan air checkpoint. The briefers indicated that a couple of the Globe screeners may have been hired by TSA and are still working at the airport.

The briefers indicated that there had been no serious problems with GLOBE and no bad press regarding the airports security.

The checkpoints were video taped. The City representative said the surveillance cameras were more for liability reasons ("falls and spills") than for security. All tapes were handed over to the FBI. The airport did not retain copies of the tapes.

Shultes, Dudley and Nieves were not interviewed by the FBI about the events of 9/11.

The magnetometers and the x-ray equipment used to screen flight 5930 remain at the airport in storage, as evidence.

The Portland airport had no program for testing the equipment or checkpoint screening efficiency. Testing was left to the FAA and the air carriers.

The briefers indicated that the arrest of the cop at the Portland Airport in the spring of 2001 had no connections whatsoever to airport security or terrorism.

The briefers indicated that the April 14, 2001 incident with the violent passenger that was reported by the press, was a local resident who had been drinking in the bar and missed his flight. He rushed the door and tried to get to the plane when the aircraft was pulling away. Apparently the individual has done this several times and his now prohibited from flying.

[Redacted]

He believes that the Aviation Security Systems needs better technology—that the government needs to set a standard and then get out of the way and let the private sector innovate.

Shultes believes that adding more security people won't help because of human factors. We need new technology that is better and faster and that will reduce the human factor.

Linda Nieves reports that when she wants to provide credentials to a new airport employee she must check the name against a "watch list" and "selectee" list provided to her by the TSA.

[Redacted]

Shultes said he doesn't know why they have to do the check in the first place since they have to fingerprint the worker and submit the name to the TSA who should know whether the person is on the watch list or not.

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The briefers gave me a tour of the facilities and the route that the hijackers took while at the airport.

Atta and Omari parked on the first floor, front row (facing the terminal) of the covered parking facility, walked across the street and into the airport. They went through the single security checkpoint at the airport which consisted of TWO MAGNETOMETERS and TWO X-RAY MACHINES. They had no EDS equipment at the time or a ticket reader at the jetway. The screening equipment is in storage at the airport.

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