

**UNITED STATES HOUSE OF REPRESENTATIVES
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
ROOM 2163 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515**

May 3, 2006

**“THOSE WHO CANNOT REMEMBER THE PAST ARE
CONDEMNED TO REPEAT IT”**

REMEMBER THE MISTAKES OF AVIATION SECURITY

**SUPPORT THE NADLER/MARKEY/OBERSTAR
MOTION TO RECOMMIT THE
PORT SECURITY BILL**

Dear Colleague:

In 1988, Pan Am 103 was blown out of the sky by a bomb in checked baggage, which killed all 259 passengers and eleven residents of the small town of Lockerbie Scotland.

For the next 13 years, we passed a series of bills to prevent a repeat of the tragedy, by requiring that all checked baggage be screened for explosives. We did not impose deadlines. The airlines resisted all efforts by FAA to require comprehensive screening, raising the issues of expense, delay and false alarms. As reported on PBS in 1996,

TOM BEARDEN: Samuel Skinner has seen all this before. He was the Secretary of Transportation in 1988 when Pan Am 103 went down. Skinner had a front row seat when the airlines successfully opposed several proposed reforms, like installing hundreds of bomb-detection machines at major airports and running criminal background checks on people with access to sensitive areas.

SAMUEL SKINNER, Former Secretary of Transportation: Well, I don't think there's any question that the airlines decided it was not in their short term best interest to pay for these services in these situation from their own pocket, and so they made a concerted effort to make sure that the airlines didn't have to pay for this and they didn't have to charge passengers for it.

As a result, on the eve of 9/11, there was only limited screening of checked baggage, primarily the baggage of passengers who raised red-flags under the profiling system (CAPPS).

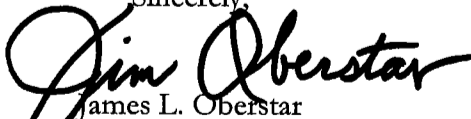
After 9/11, we took off the gloves and imposed a statutory deadline for requiring all checked baggage to be screened by detection equipment. By December 28, 2004, the screening was in place.

Now in the Port Security bill we have the similar issue of screening containers coming to our ports. Will we take a slow road of pilot projects, and exhortations? This is the approach of the bill on the Floor. Or will we impose reasonable deadlines, the approach of the Nadler/Oberstar/Markey Motion to Recommit.

Let's learn from history and not repeat the mistakes of the past.

Vote “Yes” on Nadler/Markey/Oberstar

Sincerely,


James L. Oberstar
Ranking Democratic Member