

THE SAN DIEGO UNION-TRIBUNE



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THE DAILY DEAL



Today's deal is brought to you by our paid advertising partner Harbor Island Yacht Club. Sailing club membership initiation, lessons and certification for only \$199 — 50% off the regular price — at gnonsandiego.com.

THE WORLD

A4 • VATICAN CONFIRMS SHIFT ON CONDOMS: The Vatican appeared to open the door to a broader discussion about the acceptable uses of condoms, saying people in sexual relationships can use them as a last resort when one partner is infected with HIV.

A10 • ROYAL WEDDING DATE IS SET: Britain's Prince William and his fiancée, Kate Middleton, have selected April 29 as their wedding date. Prime Minister David Cameron has already declared the day a national holiday. The nuptials will take place at Westminster Abbey, where Queen Elizabeth I was married.

A10 • NEGOTIATOR IN AFGHAN TALKS

SAID TO BE IMPOSTOR: The top commander in Afghanistan said he is not surprised by reports that an impostor was involved in peace talks with the Afghan government because there were long-held doubts about one of the alleged Taliban representatives.

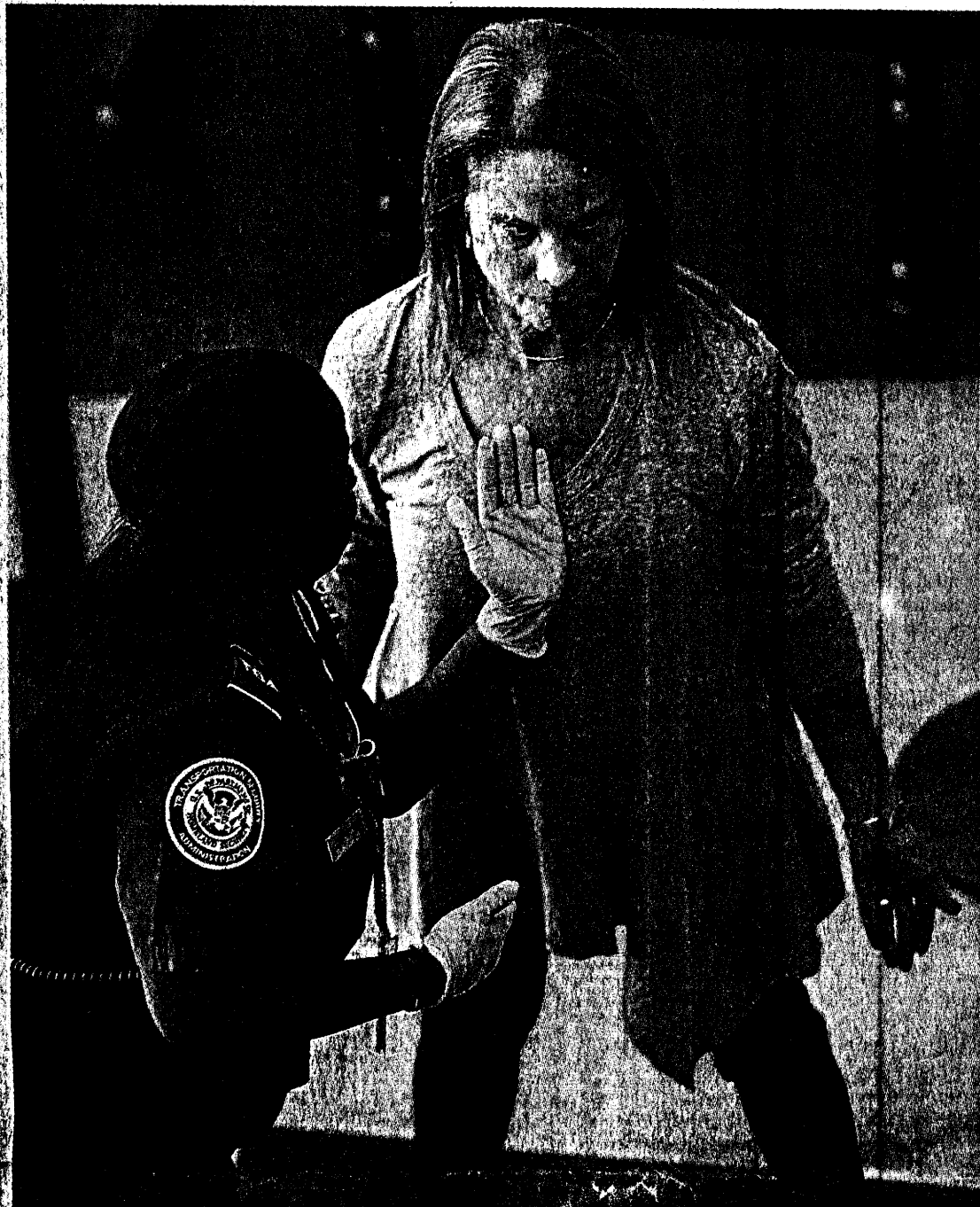
BRITAIN IMPOSES NEW IMMIGRATION QUOTAS: Britain will impose a tough annual limit on the number of non-Europeans allowed to work in the U.K. and slash visas for overseas students as it seeks to dramatically reduce immigration, the government announced.

THE NATION

A4 • STUDY FINDS DAILY PILL GREATLY LOWERS AIDS RISK: Healthy gay men who took an anti-AIDS pill every day had significant protection against the virus in a study suggesting that a new, powerful weapon



If it makes it harder on them to blow me up, then I'm not opposed to it." **Isaiah Staley** • Colorado-bound San Diego traveler



A security pat-down, conducted Tuesday on an airline passenger in Chicago, is necessary only when a person fails or declines a full-body scan. GETTY IMAGES

AIR TRAVELERS APPEAR TO TAKE SECURITY HURDLES IN STRIDE

Fliers at Lindbergh say safety takes precedence over convenience, privacy

ROBERT J. HAWKINS • U-T

Coming and going, air passengers at Lindbergh Field on Tuesday seemed only moderately concerned with intensive security screening procedures that have rolled out across the country and riled up a segment of the population.

Petite Mary LaPier, 63, arriving from New Orleans to visit grandchildren and family, said she found the security process more inconvenient than disturbing. Of her first encounter with airport security in two years, she said, "I don't like it but, honestly, whatever I have to do to be safe, I don't mind doing it."

Those heading out of San Diego during the afternoon

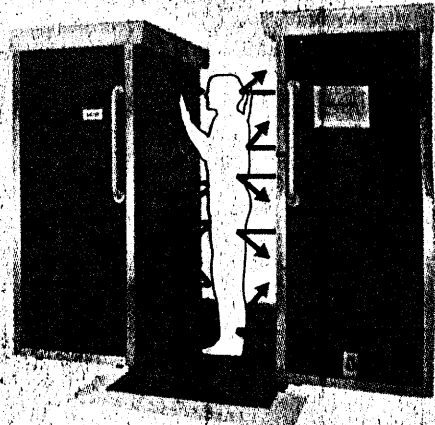
also were mostly concerned with safety, willingly if grudgingly submitting to the inconvenience.

Isaiah Staley, 33, rushing to meet his flight to Colorado in Terminal 2, summed up the feeling of many: "I'd rather be safe on planes, so if it takes that ... then it is OK with me. If it makes it harder on them to blow me up, then I'm not opposed to it."

In two hours of interviews with passengers, perhaps tellingly, none of those arriving had been subjected to the controversial and invasive pat-downs. Those who went through full-body scans were more intrigued by the randomness of their selection.

Travis Boyer, 39, head-SEE SECURITY • A2

IN DEPTH A3



Examining full-body scanners

A closer look at how the scanners work, the types of images they generate and future full-body scanners that promise greater privacy for air travelers.

the grant application process to improve implementation.

"We did not do the level of preparation in applying for that grant that we should have," Jenkins said. "I accept responsibility for that."

Last year's federal stimulus bill included \$139 million

for victims.

Auditors found that in March, the department completed only four of 13 required contacts with probationers, one of five required contacts with victims and six of 18 required contacts with treatment providers.

By May, the department had boosted compliance to

spent in California, said she was unaware of the county audit until informed of it by The Watchdog. She said she was disturbed by the findings.

"This is likely the tip of the iceberg," she said in a telephone interview Tuesday. "These dollars are part of a much bigger, long-term

successful. It means we people who were targeted for services didn't get those services. It means failure."

The state and the federal governments need to do a better job of monitoring the grants and of making sure that recommendations are implemented, Chick said.

and received permission from the state to extend the grant terms through February 2011 to allow the county to meet the requirements before the grant expires.

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SECURITY • Some express more concern about pat-downs than scanners

FROM AIRPORT
ing home to Houston, said he wasn't concerned about the process. "It is actually more along the lines of what is going on internationally," he said. "I'm all for it ... It will be more tedious probably, getting in, but I think it is worth it when it comes to your safety."

What was missing from conversations with most passengers was the emotional intensity that might fuel an airport-disrupting protest, such as the one called for today, the day before Thanksgiving, which is traditionally one of the busiest travel days of the year.

An Internet-based movement has proclaimed today as "National Opt-Out Day," encouraging passengers to refuse to pass through recently installed body-scanners, forcing Transportation Security Administration officers to reroute them through metal detectors and conduct time-consuming pat-downs.

Concerns about the scanners and pat-downs have been expressed from everyday travelers to President Barack Obama. Transportation officials say they will look to make adjustments, but not until after the Thanksgiving weekend.

The controversy was fueled by John Tyner of Oceanside after he was escorted out of Lindbergh Field Nov. 13 for refusing to submit to a full-body scan or a pat-down. His warning to a TSA agent not to "touch my junk" immediately became a pop-culture sensation.

Objections to the scans and pat-downs range from privacy concerns to worries



Transportation Security Administration agents at Lindbergh Field help passengers through the process of going through full-body scanners on Tuesday afternoon. SEAN M. HAFFEY • U-T

about radiation exposure.

Marine Cpl. John McClellan, 30, of Michigan and heading to San Antonio Tuesday, had no such objections.

"Invasion of privacy?" said the Iraq veteran, "You've got to take what you can get, give and take."

At three Lindbergh Field security stations observed Tuesday afternoon, all passengers were being sent through the full-body scanners. No passengers went through the metal detectors. It may have helped that traffic was light at the time, enabling TSA staff to make more use than usual of the slower full-body scanners.

Airport traffic picked up as the day wore on.

Passengers arriving from several Texas airports, Denver, New Orleans, Pittsburgh and elsewhere were all reporting lightly populated airports and fully-packed airplanes around the country. None saw any significant problems or concerns in passing through the security gantlet.

According to Deb Dieter, 55, the TSA staff at the Madison, Wis., airport was "pretty friendly, pretty serious, but friendly." She added in a helpful tone, "I got my palms swiped — but I did not have any bomb remnants on my hands."

The experience of her husband, Ward, 60, was even less traumatic. "They put my bag through twice," he said, "because I have about

15 pounds of CDs that I'm hauling to our daughter."

Sativa Segovia and her two young children breezed through security in El Paso, Texas.

"We went through the metal detector," she said as her husband pulled luggage from the carousel. "They didn't pat us down or anything. They have the body scanners, and people around me went through them, but I don't know why we didn't."

"The El Paso airport is never busy," she added.

"That's why it is the best airport," chipped in her husband, Petty Officer Richard Segovia, who is attached to the guided missile destroyer Pinckney in San Diego.

For some, the new pat-

down procedures are more disturbing than the scanners.

San Diegan Dolores Nelson, 73, experienced a pat-down in a Botswana airport a couple of weeks ago that was very similar to the U.S. procedure. "I was kind of shocked," she said, while preparing to enter security for a flight to Salt Lake City.

"We really do need to cooperate in order to stay safe," she added, "but the pat-down — I'm not at all comfortable with it. I'm happy to go through the scanners. I really don't want anyone patting me down again."

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IN DEPTH

AIRPORT SCANNING T

Full-body scanners use low-level radiation to look through a person's clothes. After the failed 'underwear bombing' last Christmas, the deployment of these machines has increased significantly.

Body scanners used by the Transportation Security Administration

Rapiscan Secure 1000: Backscatter X-ray technology

The backscatter makes a front and back image of a person. It was developed by Tek84 Engineering Group in Rancho Bernardo and is the kind used at Lindbergh Field.

The machine bounces X-rays off the subject. Metal and organic material, including plastics and ceramic items, reflect the rays.



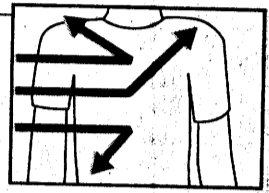
Levels of radiation exposure

Backscatter X-rays expose a person to less radiation than transmission X-rays that pass through the body for medical scans.

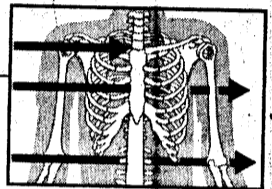
Backscatter X-ray airport body scan
Exposure:
0.003 millirems

An hour on a jet during flight
0.5 millirems

Medical chest X-ray
10 millirems



Backscatter X-rays



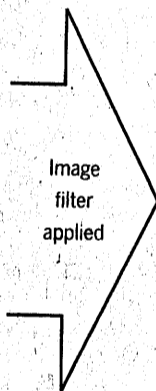
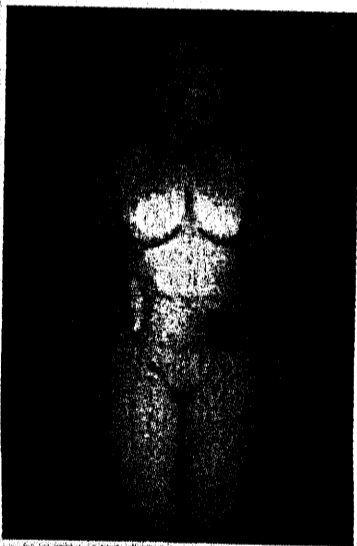
Transmission X-rays

What TSA agents see

In an effort to address privacy concerns, body-scan images are viewed by TSA employees in another room so that they cannot see the person being scanned.

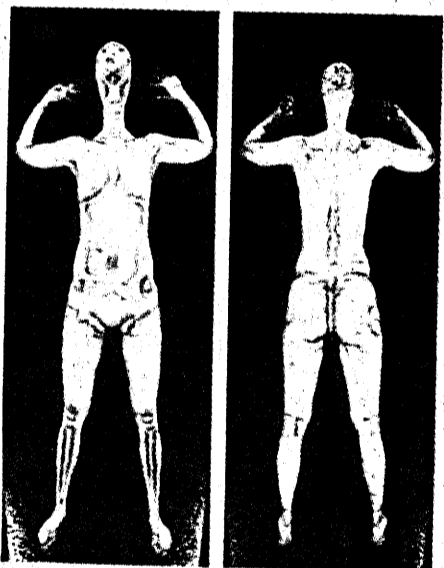
What the computer sees

The raw scan is a photo-realistic, naked image of the subject.



The backscatter image

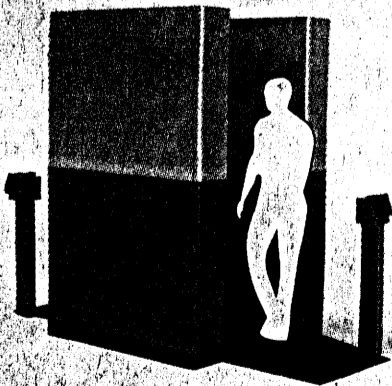
Before an agent sees the image, an image filter is applied to obscure identifying features.



Full-body scanners that may be found in airports in the future

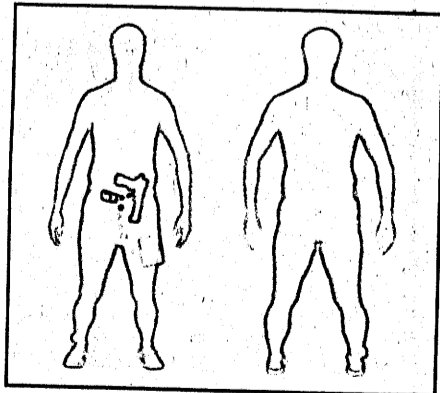
Second-generation backscatter

Tek84 is developing a slimmer scanner that uses backscatter X-rays. People could be scanned without removing their shoes.



Backscatter scanners with greater privacy

The SmartCheck scanner, developed by American Science and Engineering, uses backscatter X-rays, but applies a heavier image filter that shows outlines only. It does not yet have TSA approval.



Sources: Tek84 Engineering Group; American Nuclear Society; American Science and Engineering; L3 Communications; Rapiscan Systems; Associated Press

FLIGHT ATTENDANTS CAN SKIP SCANNERS

Group joins pilots in being able to avoid more intense screening when in uniform

ASSOCIATED PRESS

Flights attendants are joining pilots in skipping

The Association of Professional Flight Attendants, which represents those workers at American Airlines,



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