

## Central Locker Room

First and foremost, I have questions about the Central checkpoint locker Room.

In an LMR meeting with top TSA managers and I was told that the locker room at the central checkpoint cannot be transformed into full break room because it is the property of Port Of Seattle (POS).

Is that the main reason that the officers cannot have that space for a break room?

Are you aware of that the space has been used by TSA officers since 9/11?

Are you aware of that there were several health and safety violation in the central locker room being used as a break room by TSA management?

If not?

How come? if it was visible for all to see.

What will it take to turn that space into a full break room?

Will it take Members of Congress involvement?

Will it take Council members involvement?

Will it take National AFGE involvement?

Free Designer labor?

Will it take Media involvement?



## **Delta Security System**

Is Port Of Seattle going to be manning the Delta security system?

How is Port Of Seattle (POS) going to assure the flying public that the system that Delta is currently using is better than the TSA system?

How many employees are you going to use for the Delta security system?

Are you going to screen delta employees only?

Or, are you going to move to screen Delta passengers in the future?

## **North Checkpoint Malfunction Design**

What is Port Of Seattle (POS) doing to address the north checkpoint malfunction design?

Is the Port Of Seattle (POS) going to need help with a design that will work for passengers, TSA and the Port Of Seattle (POS)?

I am willing to donate my designer knowledge to see that the project get done now, rather than wait another ten years to see the project finished.

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