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SEP 21 1970



Mr. Donald Eide
Acting District Director
Bureau of Customs
Seattle, Washington 98104

Dear Mr. Eide:

We appreciated our recent opportunity to discuss with your staff certain matters noted during our survey of Accelerated Inspection System (AIS) at the Seattle-Tacoma International Airport. The subjects discussed are those which, we believe, may be of interest to you for improving your AIS operations.

CONTROL OF PASSENGERS TO ASSURE PAYMENT OF DUTY

You may wish to improve the control over the passengers departing the inspection area to assure the payment of declared duty.

Those passengers proceeding through the inspection process whose declaration creates a liability for duty, are given a red colored identification card. After clearing their checked baggage, the passengers are directed to the cashier's office, which is located adjacent to the doors exiting to the main terminal area. During our observation of the inspection process, we noted that as a normal practice there is no existing control to assure that passengers with a duty liability proceed to the cashier's office to make payment. The passengers could easily conceal the red identification card, proceed through the exit doors and avoid paying the duty.

As a possible solution, the declaration form could be used as a positive control. Rather than collecting the form during the inspection process, all passengers could retain the forms for surrender at the exit doors. All declaration forms could then be checked by an inspector, stationed at the doors, before the passengers are allowed to leave the area.

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USE OF DOOR ALARMS

Security of the passageways leading from the arriving airplane to the inspection area could be improved.

Doors exiting to the outside from these passageways are equipped with alarms which when activated are set off when the doors are opened. We observed that these alarms were not activated nor were the doors locked when the hallways were occupied by deplaning passengers. This lack of security could result in persons and/or contraband circumventing the normal inspection and detection process.

The alarm system should be utilized to ensure as a minimum, the security of the passageways while they are occupied by deplaning passengers. If the present system cannot adequately provide this security, you may wish to take the necessary action to initiate changes which would provide the necessary control over these exits.

USE OF MULTIPLYING ADDING MACHINES
FOR COMPUTATION OF DUTY LIABILITY

Considerable time is required by inspectors to compute the duty liability on passenger declarations at the baggage inspection stations. Presently, inspectors determine the duty liability by pencil computations which result in lengthy delays for the passengers.

To help minimize these delays you may wish to provide multiplying adding machines to the inspectors at these stations, for computing duty liabilities.

USE OF INSPECTORS FOR CLERICAL WORK

Under present assignment schedules an inspector has been assigned to perform cashier and clerical duties at the airport office. We were advised that the present clerical workload is sufficient to warrant a full-time employee.

In order to alleviate the current shortage of inspectors, you may wish to employ a full-time cashier secretary to perform the clerical duties. The inspector normally assigned these duties could then be utilized for inspectional work.

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Mr. Donald Eide

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We would appreciate receiving your views and comments on the above matters. We again wish to express our appreciation for the cooperation we have received from Customs representatives during this survey.

Sincerely,

WILLIAM N. CONRARDY

William N. Conrardy
Regional Manager

cc: Associate Director, CD - Max Neuwirth

Subject - 18323

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