



A Study about Air Marshals

Prepared For:

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INTRODUCTION AND METHODOLOGY

This Air Marshals survey was conducted online within the United States by Harris Interactive on behalf of ProPublica, Inc. between September 24 and September 26, 2008 among 2,253 adults ages 18+, of whom, 982 have flown as a passenger on a commercial airplane in the last 12 months.

Results were weighted as needed on the basis of region, age within gender, education, household income, and race/ethnicity. Propensity score weighting was also used to adjust for respondents' propensity to be online.

All sample surveys and polls, whether or not they use probability sampling, are subject to multiple sources of error which are most often not possible to quantify or estimate, including sampling error, coverage error, error associated with nonresponse, error associated with question wording and response options, and post-survey weighting and adjustments. Therefore, Harris Interactive avoids the words "margin of error" as they are misleading. All that can be calculated are different possible sampling errors with different probabilities for pure, unweighted, random samples with 100% response rates. These are only theoretical because no published polls come close to this ideal.

Respondents for this survey were selected from among those who have agreed to participate in Harris Interactive surveys.

The data have been weighted to reflect the composition of the U.S. adult population.

Because the sample is based on those who agreed to be invited to participate in the Harris Interactive online research panel, no estimates of theoretical sampling error can be calculated.

HOW TO READ THE DATA TABLES

The following pages present the detailed tabulations of survey results. The data are percentaged vertically and, therefore, should be read from top to bottom. The total number of interviews - both weighted and unweighted - appears at the top of each column. Percentages are calculated on the weighted bases. Percentages may not add to 100% due to weighting factors or multiple responses. Where an asterisk (*) appears, it signifies any value of less than one-half percent.

Definition of Classification Terms

The following definitions are provided for some of the standard demographics by which the results are tabulated. Other demographics are self-explanatory.

Income

The income groupings refer to the total household income for 2007 before taxes.

Age/Presence Children

Has Child Hhold	Have children under 18 years of age living in household
<6	Have children under 6 years of age living in household
6-12	Have children 6 to 12 years of age living in household
13-17	Have children 13 to 17 years of age living in household
No Child Hhold	No children under 18 years of age living in household

Geographic Region

The United States are contained in four geographic regions as follows:

Northeast: Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, West Virginia

Midwest: Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, Wisconsin

South: Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia

West: Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, Wyoming

Significance Testing

When results from sub-groups of a sample appear in the detailed tabulations, an indicator of statistically significant differences is added to the tables run on our standard demographic banners. The test is performed on percentages as well as mean values. Each sub-sample is assigned a letter. When the percentage of one sub-sample is significantly different from the percentage of another sub-sample, the letter representing one of the two samples appears next to the percentage (or mean) of the other sample.

For instance the percentage of males answering yes to a particular question may be compared to the percentage of females answering yes to the same question. In the example below, the male sample is assigned the letter B, and the female sample is assigned the letter C. Here, respondents were asked whether a certain business practice is acceptable. Sixty-seven percent of women said that it was -- a proportion significantly greater than the 59% of males who believe that the practice is acceptable. To indicate that women are significantly more likely to find the practice acceptable than are men, the letter B -- the letter assigned to the male sub-sample -- appears next to the "67%" in the female column. Similarly, the 37% of men that find the practice unacceptable is significantly greater than the 29% of women who do so and, therefore, the letter C -- the letter assigned to the female sub-sample -- appears next to the "37%" in the male column.

	Total (A)	Sex	
		Male (B)	Fe- male (C)
Unweighted Total	977	488	489
Weighted Total	967	464	503
Acceptable	611 63%	274 59%	337 67%B
Not Acceptable	319 33%	171 37%C	148 29%
Don't Know	37 4%	18 4%	19 4%

Significance testing is done to the 95% confidence level. The columns compared are listed at the bottom of each table.

Posted Topline Data

Question:

		<u>Total</u> %
	Base: All adults 18+ (n= 2,253)	Base: Adults who have flown on a commercial airplane in the last 12 months (n= 982)
Approximately how many times, if any, have you flown as a passenger on a commercial airplane in the last 12 months? <i>If you have taken more than one flight per day (e.g., you had a connecting flight) please count each of these as separate flights. If you are not sure, please provide your best estimate.</i>		
0 Times	56	-
Have Flown On Commercial Airplane In Last 12 Months (Net)	44	100
1-2 times	17	39
3-5 times	11	26
6 or more times	15	35
MEAN (incl. 0)	2.6 times	5.9 times
MEDIAN (incl. 0)	-	4 times
MEAN (excl. 0)	5.9 times	5.9 times
MEDIAN (excl. 0)	4 times	4 times

Question:

Total
%

How would the presence of an armed Federal Air Marshal on your flight make you feel?

**Base: All adults 18+
(n= 2,253)**

Base: Adults who have flown on a commercial airplane in the last 12 months (n= 982)

I would feel...

More Safe (Net)	66	68
A lot more safe	27	27
Somewhat more safe	39	42
Neither more nor less safe	29	27
Less Safe (Net)	5	5
Somewhat less safe	3	3
A lot less safe	2	2

Question:

Total
%

Which of the following best describes how effective or ineffective you think having armed Federal Air Marshals on some planes is as a deterrent to hijacking?

**Base: All adults 18+
(n= 2,253)**

Base: Adults who have flown on a commercial airplane in the last 12 months (n= 982)

Having armed Federal Air Marshals on some planes is...

An effective deterrent to hijacking

58

59

An ineffective deterrent to hijacking

9

10

Neither an effective nor ineffective deterrent to hijacking

33

31

Question:

Total
%

Have you seen a Federal Air Marshal on any of your flight(s) in the last 12 months?

Base: Adults who have flown on a commercial airplane in the last 12 months (n= 982)

Yes

5

No

57

Not sure

38

Question:

	<u>Total</u> %	
Which of the following, if any, should be requirements to serve as a Federal Air Marshal? *	Base: All adults 18+ (n= 2,253)	Base: Adults who have flown on a commercial airplane in the last 12 months (n= 982)
Think There Should Be Requirements (Net)	97	98
Passing a psychological stress test	85	87
Having served as a sworn law enforcement agent/officer	76	77
Passing a polygraph (i.e., lie detector) test	62	62
Having served in the military	41	38
Graduating from college	32	35
Other	14	15
None	3	2

** Multiple responses were allowed.*

Question:

	<u>Total</u> %	
How acceptable, if at all, do you think it would be for the following people to become Federal Air Marshals?	Base: All adults 18+ (n= 2,253)	Base: Adults who have flown on a commercial airplane in the last 12 months (n= 982)
	<u>Summary of Completely/ Somewhat Acceptable</u>	<u>Summary of Completely/ Somewhat Unacceptable</u>
	<u>Summary of Completely/ Somewhat Acceptable</u>	<u>Summary of Completely/ Somewhat Unacceptable</u>
Someone who did not attend college	70	30
Someone whose only previous law enforcement experience was as an airport screener	30	70
Someone who has no previous law enforcement experience	29	71
Someone who has been convicted of a non-violent crime (e.g., intentionally writing a bad check)	24	76
Someone who has been convicted of driving under the influence (i.e., DUI)	16	84
Someone who was disciplined for misconduct in a previous job	16	84