

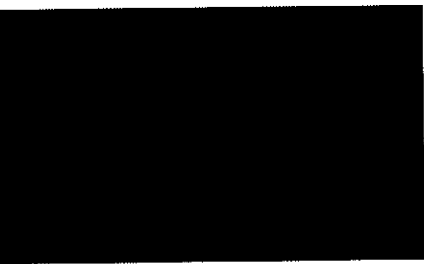


**Federal Aviation
Administration**

FOIA Form

Your request has been submitted

Your FOIA request has been submitted. Save or print this page for your records. ✕



December 06, 2017

Federal Aviation Administration
Federal Aviation Administration
Western Service Area Air Traffic Organization FOIA Coordinator
Mailcode: AJO2-W52
1601 Lind Avenue SW
Renton, WA 98057-4056

FOIA Coordinator:

This is a request under the Freedom of Information Act. I request that a copy of the following documents (or documents containing the following information) be provided to me:

Per FOIA, I'd like a copy of both the primary and secondary surveillance radar from KLAS (McCarran Airport) from 0200 UTC to 0800 UTC 10/02/2017 in a byte for byte format. In a separate FOIA request, I'd also like any security footage from the FAA control center covering the western edge of KLAS - McCarran's runways, and specifically the helicopter pads of both Sundance and Maverick Helicopters from approx. 2100 – 2300 hrs Las Vegas time, 10/01/2017. In a tertiary FOIA request, I'd like ATC recordings of ground and terminal communications from KLAS with helicopters in flight from 0400 UTC to 0600 UTC 10/02/2017 in a byte for byte

format. If the FAA has records of who piloted helicopters from 0400 UTC to 0600 UTC 10/02/2017, I request via FOIA the records of who piloted N854MH, N858MH, N848MH, N208SH, and N213SH. I also request the precise departure and arrival times for each of the 5 aforementioned helicopters. Lastly, via FOIA, I request

[REDACTED]
[REDACTED] in relation to KLAS during 0200 UTC to 0800 UTC

10/02/2017.

In order to determine my status to assess fees, you should know that my fee category is:

an individual seeking records for personal use and not for profit.

The maximum dollar amount I am willing to pay for this request is [REDACTED]. Please notify me if the fees will exceed \$25.00 or the maximum dollar amount I entered.

I request expedited processing of the request and provide a justification below. I believe a compelling need exists to warrant expedited processing because there is an imminent threat to the life or physical safety of an individual.

Preliminary cause for alarm has been raised by examination of "FlightRadar24" archived data. Therefore, officially authenticated data needs to be retrieved to either substantiate or negate the anomalous behavior of helicopters over Las Vegas during the horrific shooting event on Oct 1, 2017. In any event where coordinated efforts may be made to suppress information, suppress witnesses, and obfuscate facts the safest path for those involved is to rapidly disseminate relevant information to both State and Federal law enforcement agencies, as well as the public they are sworn to protect. The lives of 58 people deserve to have all of the facts immediately borne out.

Thank you for your consideration of this request.

Sincerely,

[REDACTED]

17 January, 2018

To all relevant parties,

This message is a request for reconsideration and appeal regarding the denial thus far in FOIA request [REDACTED]. A "no records determination" was made by [REDACTED] System Operations Services, ATO. I note that a denial was issued for flight track data of 5 aircraft, using the NOP repository, however my FOIA request was principally for the primary and secondary surveillance radar from KLAS (McCarran Airport) from 0200 UTC to 0800 UTC 10/02/2017 in a byte for byte format. In a separate FOIA request, I did also request information regarding 5 specific aircraft, so I will illustrate the complete initial requests (dated Dec, 6, 2017) here:

- 1) Per FOIA, I'd like a copy of both the primary and secondary surveillance radar from KLAS (McCarran Airport) from 0200 UTC to 0800 UTC 10/02/2017 in a byte for byte format.
- 2) In a separate FOIA request, I'd also like any security footage from the FAA control center covering the western edge of KLAS - McCarran's runways, and specifically the helicopter pads of both Sundance and Maverick Helicopters from approx. 2100 - 2300 hrs Las Vegas time, 10/01/2017.
- 3) In a tertiary FOIA request, I'd like ATC recordings of ground and terminal communications from KLAS with helicopters in flight from 0400 UTC to 0600 UTC 10/02/2017 in a byte for byte format.
- 4) If the FAA has records of who piloted helicopters from 0400 UTC to 0600 UTC 10/02/2017, I request via FOIA the records of who piloted N854MH, N858MH, N848MH, N208SH, and N213SH.
- 5) I also request the precise departure and arrival times for each of the 5 aforementioned helicopters.
- 6) Lastly, via FOIA, [REDACTED] in relation to KLAS during 0200 UTC to 0800 UTC 10/02/2017.

It appears that FAA has conflated my request for secondary surveillance radar with my request for pilot/operator information for 5 specific helicopters. Therefore, FAA still needs to respond to the initial 6 requests, while simultaneously addressing this appeal. Reconsideration for this appeal is requested based on the attached and enclosed information.

With respect to the flight track of 5 aircraft, the unique registration number of these aircraft may have been insufficient, so perhaps FAA should additionally specify the following associated Mode-S codes:

Registration # N854MH, Mode-S code ABB74F
Registration # N858MH, Mode-S code ABC62B
Registration # N848MH, Mode-S code AB9EAC
Registration # N208SH, Mode-S code A1B153
Registration # N213SH, Mode-S code A1C63F

The bizarre denial of record specified that the NOP only tracked aircraft under IFR or VFR and which were tracked by ATC in a radar environment. It is **peculiar** that I must point out to FAA that McCarran International Airport, KLAS, is in fact a radar environment, and importantly of class B airspace. It is also **peculiar** that I must point out to FAA that all 5 of the aforementioned aircraft were tracked by ATC, as required by the Rules of Class B airspace, and as indicated by the attached audio and records retrievable from LiveATC.Net, among other sources.

It may be the case that the NOP was not the appropriate mechanism of data retrieval. Meaning, I could not retrieve records of my electric bill by running my dishwasher. However, the FOIA request was to retrieve the record which does exist, not to specify to FAA how FAA might procure said records. If the NOP is the appropriate resource, it is suggested that a new query be run using the provided Mode-S codes. If the NOP is not the appropriate resource, then a different resource must be pursued, given that:

KLAS is designated as Class B airspace, subject to rules found in Title 14 §71.41 and §91.131, which stipulates that all aircraft have an operable two-way radio capable of communications with ATC on

appropriate frequencies for that Class B airspace area, and must be equipped with the applicable operating transponder and automatic altitude reporting equipment specified in §91.215. KLAS terminal charts indicate that the radar environment for the anticipated flight tracks is from 10,000' to Surface. Class B airspace requires that transponders be operational. The relevant Class B airspace has a radar environment of 10,000' to Surface, and therefore should have a record of primary radar return and secondary surveillance information utilizing Mode-S interrogation. Flight analytic resources, such as FlightRadar24 have SSR data for all 5 aforementioned aircraft. ATC audio resources, such as ATCLive.Net have all ATC audio showing that ATC did communicate with all 5 aforementioned helicopters, and corroborating that ATC also tracked them via at least SSR, Mode-S interrogation.

It would be inconceivable that FAA cannot produce similar statistics. Therefore, to further help FAA find their own records, I am attaching CSV files of the 5 aforementioned aircraft indicating their call sign, position, altitude, speed, and direction. I am also attaching associated KML files for easy graphical interpretation. I am also attaching audio files of relevant ATC communication.

Incidentally, a careful review of the position of said aircraft will reveal that at least one aircraft, Maverick Helicopter N848MH, anomalously loses its Mode-S interrogation at 2017-10-02 T04:49:11Z and rekindles it at 2017-10-02 T05:15:54Z. If any citations were issued for this violation of Title 14 §91.215, or if any special waivers or agreements exist between FAA and N848MH, or its operators, it would be helpful for FAA to provide them in your reply. Furthermore, it appears that N848MH did not return immediately to McCarran as directly instructed by ATC. If the pilot of N848MH had an emergency that warranted compliance with Title 14 §91.123(c), I request proof of that compliance.

As you have now been made aware of a possible violation of Title 14 Rules, I will draw your attention to Title 14 §13.1(a) and Title 14 §13.3. To ensure compliance with Title 14 §13.1(a) and with Title 14 §13.5 in mind, [REDACTED] copying the FAA, Office of the Chief Counsel, Enforcement Docket with this appeal.

FAA has conflated FOIA 2018-[REDACTED] request #1 with request #5. Since a radar plot of secondary surveillance data would presumably only include departure and arrival times for aircraft complying with Title 14 §91.215, and at least one aircraft has been shown to be in non-compliance, a primary radar plot of all aircraft in KLAS Class B airspace from 0200 UTC to 0800 UTC 10/02/2017 in a byte for byte format will be required to procure the arrival time.

Furthermore, the original request for primary radar data of KLAS Class B airspace from 0200 UTC to 0800 UTC 10/02/2017 in a byte for byte format still needs to be responded to, as does the request for the SSR data of KLAS Class B airspace from 0200 UTC to 0800 UTC 10/02/2017 in a byte for byte format.

This matter has now been discussed with numerous airline professionals and representatives of local airfields, law enforcement, as well as various military veterans with past and current flight time experience. With respect to the atrocity which occurred in Las Vegas on 1 October, 2017, the FAA and associated Inspector Generals might note that in addition to the existing SSR data and ATC data, there are also numerous instances of video taken from portable electronic devices, with appropriate time stamps, which appear to show aircraft activity where no correlating and complying Mode-S data exists. We note that if it is found that N848MH and others were in non-compliance with regulations between T04:49:11Z and T05:15:54Z, on 2017-10-02, the FAA may consider factually reviewing possible violations of Title 14 §91.15 for dropping objects, such as ballistic projectiles, upon the vulnerable crowd.

Thank you for your prompt attention to this FOIA appeal, and the still standing initial six FOIA requests.

Very respectfully,


[REDACTED]



FOIA Request 



To all relevant parties,

This message is a formal request for reconsideration and appeal regarding the denial of FOIA request 2018-
 Please see the attached appeal and associated evidentiary files, CSV files, KML files, and screen shots from publicly available sources.

Please be cognizant not to "Reply to All".

Forgive me for being less than confident that a single entity can or will ensure a proper investigation into these matters.
In the interest of safety, justice, transparency, and the integrity of the NAS, this message is being sent and copied to:

All initial FAA contacts
The FAA FOIA Appeals Office

The FAA OIG hotline
The DoJ Criminal Division
The DoJ Civil Rights Division
The Clark County Sheriff's Department, Nevada
The Clark County District Attorney's Office, Nevada
The Maricopa County Sheriff's Department, Arizona
The Senate Committee on Homeland Security & Governmental Affairs
The Senate Committee on Commerce, Science, and Transportation
Judicial Watch
The Oath Keepers Organization
Other interested parties

The FBI Las Vegas Tip Line was contacted directly by telephone and webform submittal on this matter several weeks ago.

DOD OIG will be contacted directly, as will the FAA Office of the Chief Counsel.

Considering the ominous '4chan' post predicting a similar atrocity three weeks before the mass murder event, significant numbers of witnesses alleging multiple shooters, and curious forensic evidence such as that provided in this message, Americans anticipate a factually accurate conclusion to the Las Vegas mass shooting investigation, wherever those facts may lead.


It is my hope that, collectively, an accurate assessment of all aircraft activities proximal to KLAS on 1 October, 2017 be ascertained, benign or otherwise.




Very respectfully yours,






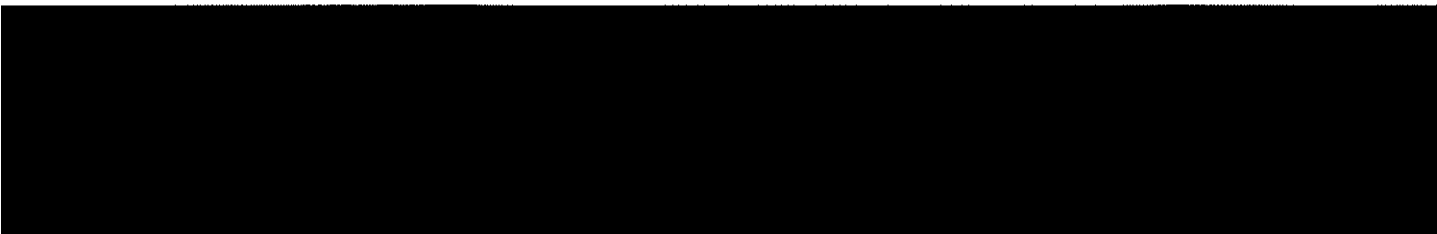
FOIA Request 

 Fri, Jan 19, 2018 at 1:16 PM


This acknowledges receipt of this appeal for FOIA Request . The tracking number for this appeal is . Please be advised that appeals are generally processed in the order of receipt and there are several ahead of this one. If you have any questions, please do not hesitate to contact me directly.

Regards,


Federal Aviation Administration
FOIA Appeal Section
AFN-140
Washington DC 20591



To all those at stake,

Wanting to reach an AF IG, and not knowing precisely which if any of you are empowered or capable of looking into this, I ask that you please forgive the casting of such a wide net.

I have I have concerns about our homeland security, the health and safety of Americans, and possible investigative conflict of interests with respect to the mass murder atrocity which occurred in Las Vegas on 1 October, 2017.

Of all the rights embodied by our Constitution (that our service men and women are sworn to protect), the right to life seems particularly important to most. 58 Americans were murdered on October 1st. Thousands more might have been. Though the FBI and LVMPD would seem to have jurisdiction and concern over the matter, DoD involvement may be required.

A look into this matter utilizing DoD informatics will ensure that the DoD's ability to surveil the NAS, near operational centers, using direct and indirect methods, has not been compromised.

The American people ask that the full force of our Constitutional Republic be utilized to amend the atrocity which once again befell innocent citizens at home. The DoD should ensure that a comprehensive analysis is conducted of all rotary aircraft near the Route 91 Festival on October 1st, 2017. This analysis should be conducted to ensure that the safety of our NAS was not compromised by our enemies, and that communication and data retrieval between DoD and FAA ATC centers has not been compromised. This concern is raised because the FAA has alleged, in an official FOIA response, that they cannot find flight track on five aircraft which were spatially and temporally proximal to the mass murder at the Route 91 Festival.

Please review the attached and linked documentation, forwarded message, and the following critical findings:

- At least three EC130 helicopters, which use low dB technology, turned off their Mode-S transponders behind the Mandalay Bay about 15min before the shooting began.
- These aircraft were broadcasting N854MH, N858MH, and N848MH
- During the volleys of gunfire, aircraft are visible in numerous instances of portable electronic device recordings, where no corresponding transponder signal is provided. Some of this video shows intense bursts of light, between the Mandalay Bay and Delano Hotels, that do not correlate with navigation lights.

- Publicly available resources, such as FlightRadar24, show that these aircraft do not broadcast their altitude as required in Class B airspace, and at least one appears to have not returned to KLAS as instructed by ATC. The presence of these aircraft are corroborated by video, ATC audio, and some radar records, yet the FAA has inexplicably claimed an inability to locate the aircraft.
- Specific aircraft flight records appear to be scrubbed or purged from some resources like "FlightAware", suggesting an organized effort at coverup, but screen recordings and downloads from "FlightRadar24", as well as ATC audio, show the aircraft of concern behaving in the manner described in the provided appeal and complaint.

The FAA's alleged inability to retrieve the record of aircraft in their own Class B airspace raises safety concerns for the NAS. As DoD is required to be able to communicate with FAA systems, as shown in various ORDs and CDDs, is it

possible that DoD records have also been corrupted in this attack?

Did Nellis AFB DASR notice the presence of three aircraft in violation of Title 14 of the CFR?

With all due respect to the DoJ generally, a single portion of a single entity, such as the specific task force of the FBI assigned to the mass murder investigation, may not be sufficient to get a factual and ethical accounting of the event.

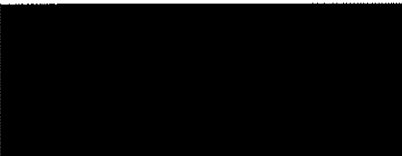
We are in a GWoT. The mass murder of civilians using belt fed automatic weapons on a rotary aircraft functioning as a gunship over an American city would likely be construed as terrorism by most standard definitions. If these aircraft were not used in the attack, why were they lurking in the area in a covert manner? Why are there bursts of light coming from them? Were they contracted aircraft? Why hasn't FAA produced a record of them? Bottom line, the matter needs to be rigorously investigated. Domestic operations which may in some way strategically benefit the Nation are one thing, but the actions in Las Vegas were overtly criminal and warrant a response, regardless of who was behind them.

It is inconceivable that NORTHCOM would not be able to ascertain the exact activities of the aforementioned aircraft. Many concerned citizens want some measure of accountability from their Government. If those tasked with the responsibility of investigating the mass murder are unable to do so in a cogent manner, than DoD must. If NORTHCOM cannot determine the activity of the aforementioned aircraft, and provide it to those with prosecutorial jurisdiction, then really folks.... what is the mission?

If the FAA cannot, the NRO or other DoD resources must be capable of describing the activities of the aforementioned aircraft between 0430Z and 0530Z on 2 October, 2017. The bizarre denial of record from FAA regarding primary radar data of the area is gravely alarming. If the behavior of the aircraft is benign, then a primary radar return would show that and ought to be produced. Meaningful information must be shared with law enforcement and legislative bodies that will ensure justice for the deceased, a true accounting to all Americans, and protection for those lucky enough to live tomorrow.

No response is requested or required, but you are welcome to contact me directly with questions if you wish.

Very respectfully yours,



Copied to:

DEPARTMENT OF DEFENSE (DoD)



AIR FORCE SPACE COMMAND (AFSPC)



NEVADA AIR NATIONAL GUARD

AIR FORCE RESERVE COMMAND (AFRC)

AIR FORCE INTELLIGENCE, SURVEILLANCE & RECONNAISSANCE AGENCY (AFISRA)

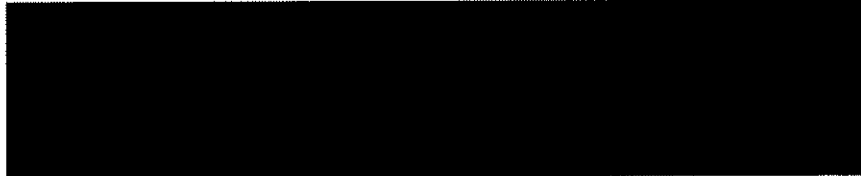




Freedom of Information Act (FOIA)

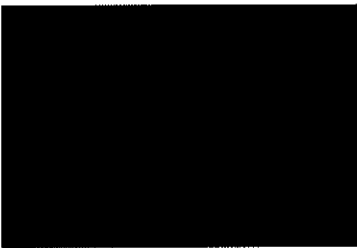


Fri, Feb 9, 2018



I am handling your FOIA Request for FAA Air Traffic Organization records related to events in Las Vegas, NV on October 1, 2017, and that FOIA request remains open while we are processing your request. Prior to releasing any records obtained through our search, we are required to consult with any federal law enforcement agencies, for example the Federal Bureau of Investigation, who may be handling contemporaneous criminal investigations into those same events. As such, the Federal Aviation Administration response to your FOIA request remains in the "Pending Review" status at this time. I am not able to give you an accurate timeline regarding how long this process may take. However, you may contact me for updates on the status of your request.

Many thanks,





Freedom of Information Act (FOIA) 



Sun, Mar 11, 2018 at 1:40 PM



A new video has surfaced showing the aircraft between the hotels during the shooting. Additional rotary craft are audible during this horrible video.
<https://youtu.be/rSCGGfkHX3w>

I'm curious, on what basis can the FBI prevent the FAA from releasing data to the public, and why is the FAA deferring to them on the NAS matters? Do regulations require such deferment, or advise it? If it is only an advisement, then I argue it is imperative to the integrity of this nation and the lives of the dead that all radar records for the Vegas atrocity be released immediately to the public so that a true investigation might occur.

The details on this atrocity are vexing.

[Quoted text hidden]





Freedom of Information Act (FOIA) 

Thu, Mar 22, 2018 at 10:29 PM



I'm curious about the progress of my request. I recently discovered the following guidelines on FOIA timelines.

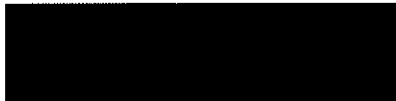
<https://www.justice.gov/sites/default/files/oip/legacy/2014/07/23/amended-foia-redlined-2010.pdf>

(6)(A) Each agency, upon any request for records made under paragraph (1), (2), or (3) of this subsection, shall—
(i) determine within 20 days (excepting Saturdays, Sundays, and legal public holidays) after the receipt of any such request whether to comply with such request and shall immediately notify the person making such request of such determination and the reasons therefor, and of the right of such person to appeal to the head of the agency any adverse determination;

In *CREW v. Fed. Election Commission*, 711 F.3d 180 (D.C. Cir. 2013), the appellate court concluded a "determination" within the meaning of the FOIA requires an agency in receipt of a FOIA request to do three separate things within 20 business days: (1) "gather and review" responsive documents; (2) "determine and communicate the scope of the documents it intends to produce and withhold, and the reasons for withholding any documents"; and (3) "inform the requester that it can appeal whatever portion of the 'determination' is adverse." 711 F.3d at 188.

The statutory deadline is 20 days for a determination, to date I have not received a determination on all aspects of my initial request.

Kindly advise,



[Quoted text hidden]

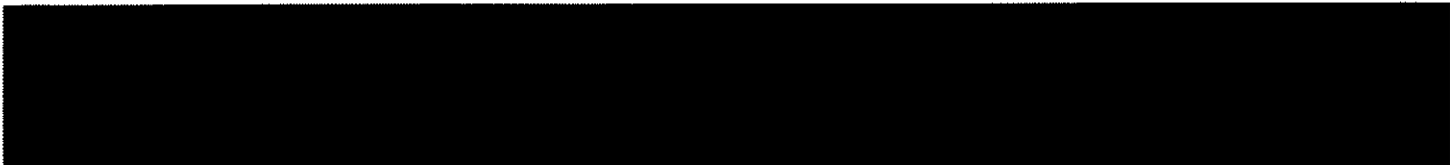
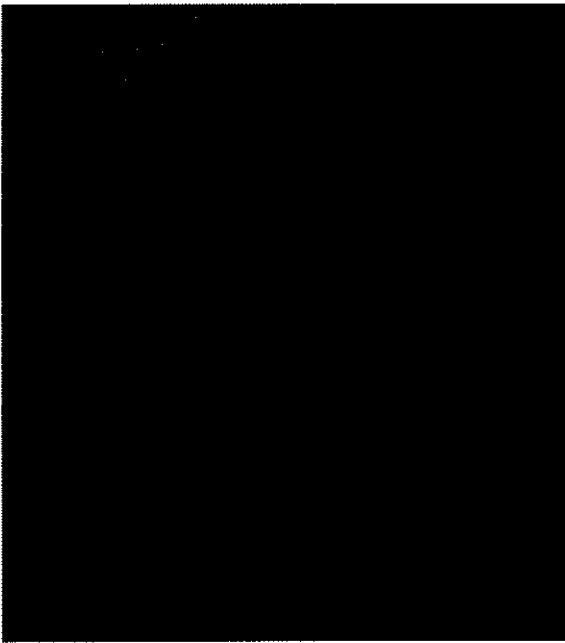


Freedom of Information Act (FOIA)



As a status update on your request, the search records produced from your FOIA request are currently being reviewed by another Federal Agency. This FOIA request represents an exception to the 20-day timeline discussed in the citation provide below. The required inter-agency consultation is authorized in certain circumstances, as described within the nine FOIA withholding exemptions: <https://www.justice.gov/oip/doj-guide-freedom-information-act-0>. Again, I am not able to give you an accurate timeline regarding how long this process may take. However, you may contact me for updates on the status of your request.

Many thanks,





U.S. Department
of Transportation
**Federal Aviation
Administration**

Mission Support Services
800 Independence Avenue, SW.
Washington, DC 20591

June 5, 2018

[REDACTED]

[REDACTED]

Subject: Freedom of Information Act (FOIA) Request [REDACTED]

This is an Air Traffic Organization (ATO), Mission Support Services, Western Service Area (WSA), denial response to your FOIA request dated December 6, 2017. The request was made under the provisions of Title 5 United States Code (U.S.C.), Section 552. You requested copies of primary and secondary radar, ground and terminal air traffic communications with helicopters, and helicopter pilot records from Las Vegas Airport Traffic Control Tower on October 2, 2017, from 0200 to 0800 Coordinated Universal Time. Your request has been multi-assigned to the ATO, Systems Operations Services, Performance Analysis Office for a separate response.

The information you requested is part of an ongoing Federal Bureau of Investigation criminal law enforcement matter. Premature release of records related to these events could hinder law enforcement investigations. Therefore, the contents of the requested files are protected from mandatory disclosure under Exemption 7(A) of the FOIA, 5 U.S.C. 552. Accordingly, your request is denied.

Exemption 7(A) may be used to protect from mandatory disclosure records or information compiled as a part of law enforcement activities, to the extent that disclosure could reasonably be expected to interfere with an enforcement matter.

Your request qualifies for the "All other" fee category, whereby you are not charged for the first 2 hours of search time, any review time, or duplication fees under 100 pages. There is no charge to you for the processing of this request. An invoice is enclosed for your reference.

The undersigned and [REDACTED] Director, ATO, Western Service Center, are responsible for this denial letter. You may request reconsideration of this determination through electronic mail at [REDACTED] or by writing to the address below:

Assistant Administrator for Finance and Management, AFN-400
Federal Aviation Administration
800 Independence Avenue, SW

Your request for reconsideration must be made in writing within 90 days from the date of this letter, and must include all information and arguments relied upon. Your letter must also state that it is an "appeal" from the above described denial of a request made under the FOIA and include your assigned FOIA control number. The envelope containing the appeal should be marked "FOIA Appeal."

You also have the right to seek dispute resolution services from the FAA FOIA Public [REDACTED]. Additionally, you may contact the Office of Government Information Services at: [https://\[REDACTED\]](https://[REDACTED]) via fax at [REDACTED]. Please note "FOIA Public Liaison" in the subject line.

Sincerely,

[REDACTED]

Vice President, Mission Support Services
Air Traffic Organization

Enclosure

FAA FOIA Appeal 201 [REDACTED]

Mon, Apr 29, 2019 at 2:29 AM

[REDACTED]

Regretfully, I cannot in good conscious resubmit a request which will then become an FBI controlled FOIA issue. Unfortunately, it's evident that the elements of our FBI which are handling the details of the 1 Oct shooting are not being forthright with the American people. To be clear, there are still a great number of unresolved discrepancies in the mass murder investigation.

Apart from the three rotary aircraft in clear violation of Title 14 (transponders turned off behind Mandalay Bay 20 min before the shooting in Class B airspace), the visual evidence of what resembles airborne muzzle flash picked up by at least two distinct concert goers' A/V equipment, and the peculiar shutdown of the NV DoT traffic camera which best covered the airspace between the hotels, there are grave dilemmas with the body recovered from the Mandalay Bay 32-135 room.

Foremost, the recovered body had detached earlobes, which is an **irreconcilable** difference with alleged shooter Stephen Paddock. Additionally, the autopsy lists his height as 73", eye color brown, and no scars on his body. Yet many decades of FAA medical records (Paddock was a pilot) reveal his height to be 76", eye color blue, and a significant surgical scar on his back. All of that aside, physicians I know have looked at a simple side by side comparison of Paddock's attached earlobes and the body's detached earlobes and agree that the bodies cannot be the same. In an effort to rule out all of the above, victims of the event have requested additional crime scene photos and photographs/radiographs from the autopsy but have been blocked with every request. The one additional image of the room 32-135 decedent, released by LVMPD in their FIT report, shows a low resolution body, which when zoomed in reveals an ear which is either photoshopped or so degraded by pixilation that there is a continuous bridge of tissue (the crus helix) between the anterior and posterior aspects of the ear, a morphology not consistent with Paddock's normal anatomy. Inexplicably, NV PIO requests for release of the original photographs have been blocked for over one year

The above information (as well as notification of the "high incident project" alert) has been given to the DOJ OIG, FAA OIG, and ODNI OIG, who all seem to have taken a deferential attitude toward FBI's investigation. But for some of us, particularly those who have taken the moments required to understand the earlobe and other anatomical incongruities, it is clear that the true fact patterns in the 1 Oct event are being withheld, and those relying on the LVMPD FIT team & NV FBI's assessment have not been given an accurate accounting, and with certainty have not been provided with verifiable data, which by simple deduction cannot exist. In other words, the only way to reconcile what is already in the public sphere, is to acknowledge the existence of a different body in the hotel room, but the FBI has doubled down with their most recent report on Stephen Paddock as lone shooter with no broader conspiracy.

I have attached the relevant FAA medical records, conflicting NV autopsy report of whomever was staged in that hotel room, and photographs of the decedent's earlobes, so that you too may understand the gravity of the deceit. Please forgive the gratuitous nature of the images, but the severity of the aforementioned claims do not leave room for a soft touch. The lives of our citizens matter too much.

As the FBI personnel tasked with certain aspects of this investigation have elected not to be forthcoming about the recovered body, or the voluminous evidence of multiple shooters based on audio of overlapping cadences of weapon fire (they cannot be echoes as the speed of sound, and therefore the rate of fire, is constant no matter what the sounds bounce off of), I cannot in good faith surrender release of this information to their jurisdiction. Any one of us can simply listen to the audio from that night and hear the unique cyclic rate of an M240B machine gun, and with certainty no such machine gun was recovered from room 32-135. We have an insider threat, and I would betray my integrity and this nation to say otherwise.

As our country is built on the principle of checks and balances, it is imperative that the DOT participate in ascertaining what really happened to the 58 murdered people in Las Vegas, at least as it pertains to the rotary aircraft aloft between the hotels during the shooting. I wish to sustain this appeal, and ask that FAA protect the requested data while DOJ conducts their "up to one year" review, so that the US DOT may release the originally requested information to the American public and the world.

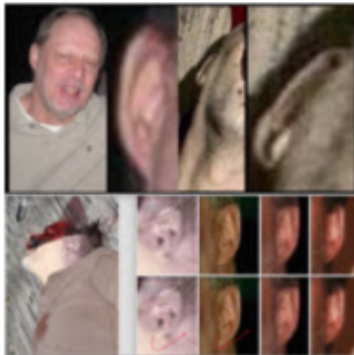
I'm bcc'ing the aforementioned OIG Offices with this request for continued appeal, and look forward to the release of all originally requested data once FBI has concluded the due diligence they were asked to pursue when I initially called their tip line in October of 2017.

Most respectfully,





[Quoted text hidden]

4 attachments



Paddock vs Room 32-135 Decedent.tiff
1929K

 **Ears Could Make Better Unique IDs Than Fingerprints | WIRED.pdf**
607K

 **May 8, 2018 FAA Medical Record of Stephen Paddock FOIA.pdf**
4628K

 **Paddock Autopsy.pdf**
1318K



FAA FOIA Appeal 



Tue, Apr 30, 2019 at 4:16 AM



I have received both emails. The FAA will continue with your appeal. Please note as has been previously explained, the FBI FOIA Unit will be reviewing our files prior to release for any FBI equities. Any redactions they make will be appealable to their appeal authority: DOJ/Office of Information Policy. And has been explained, this process of reviewing for FBI equities will take time.

Regards,

