Human Trafficking: Flying Under the Radar

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HUMAN TRAFFICKING:
FLYING UNDER THE RADAR

by

Amber Lee Hulsey

A Dissertation
Submitted to the Graduate School,
the College of Arts and Letters
and the Department/School of Political Science,
International Development, and International Affairs
at The University of Southern Mississippi
in Partial Fulfillment of the Requirements
for the Degree of Doctor of Philosophy

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May 2018
ABSTRACT

The global hegemon, the United States encompasses roughly 57,000 to 63,000 of the roughly 45.8 million slaves present across the world today (Walk Free Foundation 2016a). This dissertation research uses the theoretical lens of Human Security as a unique approach in that it is people-centered, focusing on the individual, rather than the more traditional theories in international relations that emphasize the state as the central actor. This dissertation focuses on the understudied area of human trafficking into and within the United States. More specifically, the objective of this research examines the movement of trafficked persons via air and details actions to be taken to combat human trafficking.

Although the world relies upon aerial commerce to enable globalization and interdependence, these same transportation systems and flows that carry persons and goods for legal commerce and trade can also be used as an avenue for illegal commerce, including trafficking of human. Thus, the researcher surveyed aviation personnel in various sectors of the industry, government organizations, non-government organization and victims/survivors via an online survey platform and utilized social media to reach potential survey participants. The sample size used for this study was 10,065 and the study received 578 participants.

The data collection procedures and results used in this dissertation were designed to identify gaps in security safeguards that further enable human trafficking via aircraft. The author presents strategies that can be adopted to reduce, if not eliminate, human trafficking into and within the United States via air. The researcher identified eleven opportunities for future research and discusses the limitations. The studied reveals seven
key findings: definition of human trafficking is not known in totality, the level of human trafficking awareness, the number of human trafficking cases identified, the characteristics of the typical respondent, aviation sectors place a slightly different areas of emphasis of human trafficking that is understudied, understudied areas of human trafficking were different than that of the typical respondent, and the absence of human trafficking regulations and training. Finally, the study introduces a comprehensive-holistic human trafficking training curriculum entitled, “Operation Safe House: Human Trafficking Training for Aviation Professionals.”
ACKNOWLEDGMENTS

As I reflect on this journey from the seed planted of earning my Ph.D. in middle school through my defense and hooding just a few months away, there are key individuals and institutions who made this accomplishment possible. First, thank you to McNair Scholars Program at Middle Tennessee State University who set me on the path toward my Ph.D.. Thank you to The University of Southern Mississippi for providing me the opportunity of studying in the International Development Doctoral Program and earning my Ph.D.. Thank you to the numerous faculty and staff who have provided support in various ways.

Next, thank you to my committee who were by far the A-TEAM of all dissertation committees: Dr. Robert J. Pauly, Jr., Dr. David L. Butler, Dr. C. Daniel Prather, Dr. Edward A. Sayre, and Dr. Tom Lansford. Dr. Pauly, thank you for serving selflessly as my dissertation chairman and serving as my subject matter expert in international affairs and policy. Your knowledge, guidance and encouragement enabled me to stay on track during this process. Thank you for the many, many phone calls and emails throughout the entire process.

Dr. Butler, thank you for the conversation aboard a train between research locations, while conducting research abroad, where this project was born and the subsequent whiteboard meetings mapping out the feasibility of this project. Additionally, thank you for serving as the methodologies expert and for your infamous “IDV 729” course, which taught me more than I could have ever imagined in four months. That course built on my previous knowledge, taught me many new research methods and
techniques, and also caused me to re-evaluate each time I write a report, publication, or statement to determine if it had enough “rich-descriptive text.”

Dr. Prather, thank you for being my mentor, friend and molding me into the scholar I am today. It is with your guidance and patience over the last roughly ten years that made this possible. You have always been that supporter, encourager, but one to dish the tough-love as well. Thank you for the distinct sit-down conversation when I approached you to be my mentor for the McNair Summer Research Program. It was that conversation that mapped out my life from that day to this day of earning my Ph.D. Every bit of that conversation from remaining steadfast in my relationship with the Lord through the doctoral process to the sacrifices made along the way, were extremely accurate. Thank you for believing in me, and pushing me to produce the best possible dissertation, and reminding me that I was/am capable. I am forever indebted to you.

Dr. Sayre, thank you for the guidance and always “saving the day.” Thank you for the advice during the rough times and providing your knowledge and expertise. During the defense, you asked questions gave me additional aspects of this topic to examine and a few of those are in-process. You are an inspiration both in academia and as an athlete.

Dr. Lansford, thank you for serving as a security expert and encouraging me to always stay true to my passion and utilize that passion in my research. That advice kept me focused on aviation and human trafficking and how both coincide both domestically and internationally. Ultimately, it lead to the moment when this dissertation topic was born.

Next, thank you Dr. Kevin Bales for your continued work to fight to end slavery that began with just one leaflet on human trafficking you discovered in London. Your
work has been monumental for me when studying human trafficking and building the foundation to examine aviation’s role in human trafficking. Thank you for the advice two and a half years ago. It has stuck with me throughout this project and will remain with me as I dedicate my life to researching human trafficking and educating.

To my employer, thank you for the understanding the importance of this achievement, being understandable, flexible and for always questioning me on where I am in the process—all of which has helped me remain focused.

To my fellow IDV’ers, there are many of you to thank from those in my cohort and current students to alumni who gave of their time selflessly to mentor current students. Thank you for the many late nights, early morning, always coordinating time zones as we are from all around the world, the laughs, tears, the frustrations, the hostel and hotel stays, the running group and races, study groups, the dissertation support group, the battles and most definitely all the triumphs. We have a very special group of individuals and I am blessed to have met each of you and to call you dear friends. Thank you for including me in your journey and walking along side mine.

Three key funding sources made this possible: Zeta Tau Alpha, The University of Southern Mississippi, and Middle Tennessee State University. First, thank you to Zeta Tau Alpha for their continued belief in me and support through the Zeta Tau Alpha Foundation Achievement Grant. This grant gave me the opportunity to begin my studies and the two additional awards allowed me to focus on my studies. Second, thank you to The University of Southern Mississippi for awarding me an International Development Doctoral Research Assistantship, which experience was extremely valuable and aided in molding me into the scholar that I am today. Last, but certainly not least, thank you to
Middle Tennessee State University for awarding me the Underrepresented Dissertation Minority Fellowship. As on this experience, this Fellowship brought my entire Ph.D. journey full-circle as it provided me the opportunity to teach in the same program I earned my Bachelor’s and Master’s Degrees, permitted me a year to focus on my doctoral degree. I am forever grateful to these three organizations because without them, this process would have taken much longer.

Last, but certainly not least, thank you to my family and friends whose unwavering love, support and sacrifices has meant the world to me.
DEDICATION

This dissertation is dedicated to my son, Brock, who was born at the beginning of this journey and has brought immense love, joy, happiness, and passion to my life and throughout this journey.
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<td>AAAE</td>
<td>American Association of Airport Executives</td>
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<td>AA30</td>
<td>Angels at 30,000ft</td>
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<td>AAI</td>
<td>Airline Ambassadors International</td>
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<td>ACTeam</td>
<td>Anti-Trafficking Coordination Team</td>
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<td>AFA</td>
<td>Association of Flight Attendants</td>
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<td>AFF</td>
<td>Advocates for Freedom</td>
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<td>ALPA</td>
<td>Aircraft Owners and Pilots Association</td>
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<td>CFR</td>
<td>Code of Federal Regulations</td>
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<td>CHS</td>
<td>Commission on Human Security</td>
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<td>DHS</td>
<td>Department of Homeland Security</td>
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<td>DOD</td>
<td>Department of Defense</td>
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<td>DOJ</td>
<td>Department of Justice</td>
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<td>DOL</td>
<td>Department of Labor</td>
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<td>DOT</td>
<td>Department of Transportation</td>
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<td>ECPAT</td>
<td>Ending Child Prostitution and Trafficking</td>
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<td>ESTN</td>
<td>End Slavery Tennessee</td>
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<td>FAA</td>
<td>Federal Aviation Administration</td>
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<td>FA</td>
<td>Flight Attendants</td>
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<td>FB</td>
<td>FaceBook</td>
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<td>FBI</td>
<td>Federal Bureau of Investigation</td>
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<td>FFL</td>
<td>Free For Life, International</td>
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<td>Global Slavery Index</td>
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<td>HS</td>
<td>Human Security</td>
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<td>HST</td>
<td>Human Security Theory</td>
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<td>HDR</td>
<td>Human Development Report</td>
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<td>HTPU</td>
<td>Human Trafficking Protection Unit</td>
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<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
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<td>IGOs</td>
<td>Inter-governmental organizations</td>
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<td>InFO</td>
<td>Information for Operators</td>
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<tr>
<td>IJM</td>
<td>International Justice Mission</td>
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<td>IRB</td>
<td>Institutional Review Board</td>
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<td>MTSU</td>
<td>Middle Tennessee State University</td>
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<tr>
<td>NGO</td>
<td>Non-governmental Organizations</td>
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<td>NIJ</td>
<td>National Institute of Justice</td>
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<td>OVC</td>
<td>Office for Victims Crime</td>
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<td>Palermo Protocol</td>
<td>United Nations Protocol to Prevent, Suppress, and Punish Trafficking in Persons</td>
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<td>PITF</td>
<td>President’s Interagency Task Force</td>
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<td>SM</td>
<td>SurveyMonkey</td>
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<tr>
<td>SPOG</td>
<td>Senior Policy Operation Group</td>
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<td>State Department</td>
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<tr>
<td>STOP</td>
<td>Stop Trafficking on Planes</td>
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<tr>
<td>TBI</td>
<td>Tennessee Bureau of Investigation</td>
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| **The Code**                  | The Code of Conduct for the Protection of  
|                              | Children from Sexual Exploitation in Travel  
|                              | And Tourism  
| **TIP**                      | Trafficking in Persons  
| **TIP Office**               | The Office to Monitor and Combat  
|                              | Trafficking in Persons  
| **TIP Report**               | The Annual Trafficking in Person Report  
| **TSA**                      | Transportation Security Administration  
| **TVPA**                     | Trafficking Victims Protection Act of 2000  
| **TVPRA**                    | Trafficking Victims Protection  
|                              | Reauthorization Act  
| **UK**                       | United Kingdom  
| **UN**                       | United Nations  
| **UNDOC**                    | United Nations Office on Drugs and Crime  
| **U.S.**                     | United States  
| **USM**                      | The University of Southern Mississippi  
| **WFF**                      | Walk Free Foundation  
| **WOW**                      | Wings of the Way  

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CHAPTER I - INTRODUCTION

“When we calculated up, very conservatively, how much CO2 is coming from slavery, it worked out like this: That if slavery were a country it would have the population of Canada, but it would be the third-largest emitter of CO2 after China and the United States...”

-Kevin Bales (2016)

The scholarly literature on global human trafficking is early in its development within the social sciences and is thus at the stage of initial data collection published in case studies. Only recently are there efforts to connect these case studies in a systematic way to other topics and themes and larger data sets as indicated in the epigraph above. As indicated by Bales (2016), the total amount of slavery in aggregate of human trafficking is producing an enormous carbon footprint beyond any single case study has suggested to date. Paralleling the case study developments are efforts in the past decade to assist those persons trafficked chronicling their journeys, and struggles, success and failures in narratives, creating a pool of data for scholarship development. Of the 45.8 million slaves globally, the United States makes up 57,700 to 63,000 (Walk Free Foundation 2016a). As scholarship in the field develops, attempts to connect data with theory occur. The case of human trafficking is no exception.

This dissertation uses the theoretical lens of Human Security as a unique approach in that it is people-centered, focusing on the individual, rather than the more traditional theories in international relations that emphasize the state as the central actor. Given that human trafficking is often hidden in plain view, a more human-centric theory is more appropriate than a state-centered one for this research. Human security theory explains
the human aspect of security, relative to national security (Hampson 2013). As argued by Girgure (2013), “… it is clear that human trafficking is a direct threat to human security” (18).

There is much confusion between the terms “human trafficking” and “slavery” as referenced within the scholarly literature, government reports, activist literature, and the media. This confusion results, in part, to various parties choosing to describe the emerging field in different ways, dating to the 1990s (Bales and Trodd 2016). The modern anti-slavery movement began in the 1990s, which coincides with the mainstream use of the term “human trafficking.” This term gained traction because many had the general desire to avoid a “slavery” reference (Bales and Trodd 2016). Efforts to identify and reduce the threats posed by human trafficking/slavery are approximately 20 years old. Trodd (2016) argues that today individuals today are color blind to slavery, suggesting that the average person does not want to see what is in front of their eyes in modern societies (Bales and Trodd 2016). That said, human trafficking occurs with enough frequency in a public enough way that there is legislation in many countries specifying human trafficking as a crime, providing the requisite legal basis for successful prosecutions for this crime (Bales and Trodd 2016).

Despite these laws and prosecutions, human trafficking continues, and from existing data, appears to be growing each year at an alarming rate globally. For example, according to the U.S. Department of State (2016a) from 2013-2014, prosecutions rose from 9,460 to 10,051 and the number of convictions decreased from 5,776 to 4,443 (U.S. Department of State 2016a). Additionally, the number of victims identified decreased from 44,758 to 44,462 (U.S. Department of State 2016a). Additionally, the number of
new or amended legislations decreased from 58 in 2013 to 20 in 2014 (U.S. Department of State 2016a). Comparing 2013-2014 data to 2014-2015 data, the number of prosecutions increased to 18,930, convictions increased to 6,609 (U.S. Department of State 2016a). The number of victims identified rose to 77,823 and the number of new or amended legislation rose to 30 (U.S. Department of State 2016a).

Since 2012, a number of researchers such as Fiona David, Dr. Kevin Bales, Katherine Bryant, Jacqueline Joudo Larsen and Dr. Davina P. Durgana, have suggested that quantitative data on human trafficking may now exist in sufficient quantity to begin moving the scholarship from small scale, often individual, case studies to more systematic large-scale data collection and that is thus established the Global Slavery Index (Walk Free Foundation 2014; Walk Free Foundation 2016b). The Global Slavery Index (GSI) published by Walk Free Foundation, which supplies the United States data for their Trafficking in Person Annual Report (Walk Free Foundation 2016b). According to the Walk Free Foundation (2016b):

The Global Slavery Index provides a map, country by country, of the estimated prevalence of modern slavery, together with information about the steps each government has taken in response to this issue. This information allows an objective comparison and assessment of both the problem and adequacy of the response in 167 countries.

The Global Slavery Index team is comprised of the researchers listed above who have over 50-years industry experience. Additionally, they have consulted with six experts in their respected fields. Those experts are: Phil Marshall, Roger Plant, Dr. Sheldon X.
Human trafficking literature is often motivated by persons focusing on social justice, a desired policy outcome, or piece of legislation. These motivations are often driven by the realities of those who have been trafficked. Given the young age of human trafficking as a scholarly field, persons who are focused on this topic desire an immediate legal response, there is a shortage of rich data collection and groups of persons collecting data and conducting analysis, in a systematic manner over a number of years. To date there is not enough data and scholarship to make sufficient and credible generalizations regarding human trafficking at any scale, whether locally, nationally, regionally or globally, as it is a hidden crime. For example, the majority of data that exists is in the form of books, where qualitative stories are selectively told. By contrast, little quantitative data and analysis of such data exists. Moreover, the abundance of case studies in the literature has yet to evaluate human trafficking theoretically in a replicable fashion.

Though some data collection has occurred in human trafficking, such reports as the Trafficking in Person’s Report and the relatively new Global Slavery Index are published, Giguere (2013) argues that much of the data collected to date is flawed and therefore does not represent a full or complete picture of human trafficking. Consequently, many governments and non-governmental organizations (NGOs) do not fully understand, or have data to support, the extent of human trafficking. “There is an acute need for more data collection, research, and fact-based analysis for the issue” (Giguere 2013, 18). In response, this dissertation attempts to conduct a more systematic
methodological approach with regard to human trafficking. This approach and the resulting data, along with other efforts, may create a pathway to theoretical formulation.

The aviation industry helps connect the world economically, politically and culturally. With aviation, globalization occurs through the movement of persons and goods into all geographical national markets. Aircraft are used for the movement of products between locations on a global scale. Aircraft enable this without the traditional physical geographical limitations presented by waterways, ports, or national border checkpoints on land (Federal Aviation Administration 2016). Travel through the air is boundary-less with the exception of starting and ending points of airports where security checkpoints exist. Although the world relies upon aerial commerce to enable globalization and interdependence, these same transportation systems and flows that carry persons and goods for legal commerce and trade can also be used as an avenue for illegal commerce, including trafficking of human.

This dissertation focuses on the understudied area of human trafficking into and within the United States. More specifically, this dissertation examines the movement of trafficked persons by transportation modality, highlighting the use of aircraft for the trafficking of humans. The research questions addressed in the dissertation are as follows:

1. How many persons trafficked into [non-citizen 17,500] and within [citizens 41,700] the United States have been by air compared to land and sea since 2000?

2. What actions can be recommended to combat human trafficking by air into and within the United States?
While this dissertation consists of exploratory research, the author hypothesizes that human trafficking into and within the United States via aircraft occurs at a rate comparable to those by land and sea since 2000. This belief is due to several factors. First, the author has personal knowledge of persons trafficked into and within the United States by air. Second, the author has a personal network of acquaintances in the airline industry that have confirmed the author’s supposition about aircraft being used to traffic humans. Third, the United States passed the Congressional passage of the first ever American law to combat human trafficking, known as the Trafficking Victims Protections Act of 2000 (TVPA), (Advocates For Freedom 2015; Polaris 2015). The law suggests that all forms of transportation, including air, are channels by which persons are trafficked into and within the United States. For example, the TVPA (also known as H.R. 3244), states that a part of human trafficking involves the transportation of people within the borders of states as well as internationally (U.S. Department of State 2000).

The data collection procedures and results used in this dissertation are designed to identify gaps in security safeguards that further enable human trafficking via aircraft. The author will present strategies that can be adopted to reduce, if not eliminate, human trafficking into and within the United States over time. To argue these themes, this dissertation examines data collected by Polaris, a not-for-profit organization that has as its mission the mitigation and eventual elimination of human trafficking and modern day slavery, with a broad working definition of human trafficking as “a form of modern-day slavery where people profit from the control and exploitation of others” (2015). It is
important to note that profit in this terms means benefit, not necessarily in the form of cash payment.

The theory or lens of examination for this research is that of Human Security (Pati 2014). In terms of the human trafficking industry, there is not one theory that exists which aid in the explanation of human trafficking. Thus, it is necessary to use an existing theory from another field to further the research, with the expectation that such an approach may yield insight that can assist in the development of new theoretical approaches or more credible explanations. Emblematic of the importance of theory for understanding societies is that human trafficking, which the academic and policy communities also known as “modern-day slavery,” is a hidden crime. This is due to the fact that most persons in developed societies see slavery as something that occurred in the past, but is not a present-day problem.

Despite this societal awareness or overlooking it if one knows, there is near universal international condemnation of the act, making it illegal in most areas in the world (Bales, Trodd and Williamson 2011). Some societies around the world have socially constructed enlightened values and cultural understandings that deplore slavery, also known as the absolute control over another human being without choice (Bales, Trodd and Williamson 2011). Even so, some societies allow human trafficking to continue unseen within their borders (Bales, Trodd and Williamson 2011). For example, Bales and Trodd (2008) assert that in some places like India and Pakistan young children are made to work in order to aid in the family debt, also known as debt bondage. Often times they are sent away for work to pay off the loan, which yields high interest rates, which make it next to impossible to pay off (Bales and Trodd 2008). Thus, the debt is
then passed down from generation to generation. In situations of family debt bondage, this is the norm for families (Bales and Trodd 2008).

While some societies are bonded by debt, other situations occur where individuals are born into human trafficking, such as the United States. For example, in 1997 at the age of 29 Christine recounts her time of enslavement while giving testimony (Bales and Trodd 2008). She was born into a slavery ring where the family prostituted the young girls and boy in various locations, such as live sex shows, barns, and whorehouses. Additionally, her family also used her along with others in pornography, tortured in infancy and raped children as young as one and two (Bales and Trodd 2008).

Christine states: “I come from the farms and suburbs and cities of the United States of America. I come from the strangled, suffocated, mangled voiced of the raped, beaten, and starved. I was trafficked through the country, from state to state by car, by bus, and by plane” (Bales and Trodd 2008, 99). She states how she was forced, along with her mother, grandmother and sisters, to watch one another, as they were being raped, tortured or even killed by multiple men, object and animals (Bales and Trodd 2008).

She was the victim of sex trafficking by her own family for more than 20 years before she escaped (Bales and Trodd 2008). Her being born into the environment of human trafficking, she was socially constructed to believing that this was normal but what kept alive was the belief that something greater, beyond her circumstance existed. Through her story we learn that some of the pimps held jobs such as doctors or dentist (Bales and Trodd 2008). Although she is “free” from sex trafficking, she is still very much a victim because she fears that at any moment the pimps will return for her as they still harass her (Bales and Trodd 2008).
Ironically, the United States, the hegemon, is largely understudied in human trafficking, even though the United States is central to the globalization of capital flows, including that of humans, follow capital flows (Bales 2005; 2012; Chuang 2006). One reason human trafficking has historically been overlooked in the United States is that its existence undermines Americans’ national sensibilities. Having 57,700 persons, which is .02% of the population, enslaved in the year 2017 in the United States undercuts American's values of freedom, choice, and opportunity, all of which is embraced culturally and exports to other regions in the world in many forms (Walk Free Foundation 2016a).

Having Americans face the past in the form of industrialized slavery is difficult enough. Acknowledging ongoing modern-day slavery in the form of human trafficking often seems too much for the American psyche to acknowledge as they just cannot wrap their mind around it occurring in the United States. For example, 6.7% of people who took a survey conducted by the Walk Free Foundation, Gallup and Polaris know about the National Human Trafficking Research Center (NHTRC) (Walk Free Foundation 2016a). Additionally, of the people that took the survey, 12% knew what the hotline centered on (Walk Free Foundation 2016a).

Emblematic of this challenge is that the Federal Aviation Administration (FAA), as the primary United States federal government agency that regulates the aviation industry, mostly the use of aircraft for movement of enslaved trafficked persons into and within the country (Federal Aviation Administration 2016). For example, on June 18, 2012 the FAA under the U.S. Department of Transportation issues Notice N JO 7110.583, with the subject as “Human Trafficking Reporting” (U.S. Department of
Transportation 2012). Essentially, it was an Air Traffic Control Policy signed by the Vice President of Mission Support Services for the Air Traffic Control Organization, Elizabeth L. Ray (U.S. Department of Transportation 2012). It stated that it is required for any air traffic controller who received a notification to report it to their supervisor. Later on March 7, 2013, this notice was cancelled (U.S. Department of Transportation 2012).

In 2016, Information for Operators (InFo) was released, entitled “Enhanced Training for Flight Attendants (F/A)- Human Trafficking Recognition and Response (U.S. Department of Transportation 2016). That was InFo 16010, which states that Public Law 114-190 was enacted by Congress, which requires all flight attendants to have enhanced human trafficking training in recognition and response (U.S. Department of Transportation 2016). Thus, this amended Title 49 (U.S. Department of Transportation 2016). Thus, this notified 14 CFR Part 121 and 135 Operators of this new requirement (U.S. Department of Transportation 2016).

Additionally, it was not until 2016 that action rose in the aviation community when two bills were introduced into the United States House and Senate regarding trafficking via plane in 2016. The first bill, “Secure our Skies Act of 2016,” also known as H.R. 4430 was introduced into the House on February 2, 2016 by Democrat Representative Dina Titus from Nevada and 29 additional cosponsors (114th Congress 2016a). The other bill entitled, “Stop Trafficking on Planes (STOP) Act of 2016,” was introduced into Senate just over a month later on March 3, 2016. Democrat Senator Amy Klobuchar from Minnesota sponsored STOP, also known as S. 2642 (114th Congress 2016b). STOP has one cosponsor, which is Senator Mark Warner, a Democrat from Virginia (114th Congress 2016b). The actions of these two bills being introduced to the
House and Senate respectively address how airport personnel on the frontlines can and should be trained to spot such activity (114th Congress 2016a; 114th Congress 2016b).

Even with the introduction of these two bills, there remains a lack of awareness of human trafficking in the United States. As such, there has been little impetus for federal agencies to collect data on this topic. With little federal data, scholars have tended to focus on more common modalities, such as truck, car and foot (pedestrian) trafficking, modalities on which more available data exists.

On the global stage, the International Civil Aviation Organization (ICAO), as a United Nations (UN) agency, establishes standards and recommended practices for the 191 member States (countries) in support of a “safe, efficient, secure, economically sustainable and environmentally responsible civil aviation sector” (International Civil Aviation Organization 2011). Therefore, by mission, modern-day slavery should be a keystone issue for ICAO; yet it is not. Therefore, no ICAO data exists on this topic, requiring the researcher to seek existing data through a myriad of channels and/or collecting primary data to help answer the research questions. While ICAO is aviation’s international governing body, it is unclear why and understanding how individual member states operate under the human security theory is indispensable to understanding why decisions are made, the decision-making process for items such as mandates and why human trafficking is not a significant issue for the organization when it jeopardizes security is still unclear.

that hinder human security on a global scale, which in turn become national threats to a nation-state, include:

1. Unchecked population growth
2. Disparities in economic opportunities
3. Excessive international migration
4. Environmental degradation
5. Drug population and trafficking
6. International terrorism

Human trafficking emerges, and can be considered in part, a by-product from all six threats identified, because such threats place people in vulnerable situations, which inhibit their security and thus become a breeding ground for human trafficking (Pati 2014). Pati (2014) argues that national security and human security have direct correlation in that “they are mutually reinforcing the, primarily, protective functions of national security as well as the, primarily, empowerment role of human security” (33). Thus human security will be the theoretical lens in which trafficking of persons into and within the United States by air, and other modalities, will be explored.

**Dissertation Structure**

In summary, Chapter I entitled, “Introduction,” focused on stating the problem, detailed the research questions and presented synopses of the relevant literature and theory. One can expect the following from Chapters II, III, IV and V of this dissertation. Chapter II entitled “Review of Relevant Literature,” encompasses a brief history of historical slavery, the status of human trafficking in the United States, where the United States fits into the world in terms of ranking, various definitions of human trafficking, forms of
human trafficking, understanding where the United States is regarding human trafficking law and discusses the theory (human security) on which this dissertation is based.

Chapter III, “Methods,” presents the study methodology, which entails the detailed plan of action to accomplish this research. Chapter III also discuss the type of data the researcher plans to obtain by data collection, as well as tying each survey question to the specific theory that it relates. Additionally, the researcher explains what actually occurred during the data collection phase, which differs from the initial plan set forth.

Chapter IV, “Analysis of Data,” describes the data that was collected, which includes the demographics of those who participated in the survey. Chapter IV discusses the results from the data and what conclusions, if any, can be drawn based upon the data collected.

The last and final chapter of this dissertation, Chapter V titled, “Conclusions,” focuses on a review of the findings and brings the dissertation full circle. The researcher ties together the findings from the data to theory and the research questions. From these findings, the researcher will make future research recommendations and recommend actions to combat human trafficking into and within the United States. Furthermore, the research discusses how human trafficking, the results from this dissertation and the future research recommendations could aid one in the decision-making regarding any process of legislation, policies or other federal regulations to combat human trafficking into and within the United States by air.
CHAPTER II – REVIEW OF RELATED LITERATURE

“... human trafficking is a crime that inherently breeds more crime, while corroding the fabric of the society, the life of the individual and the security of the nation. It is indeed an infamy that poisons human society at its core.”

-Roza Pati (2004, 40)

The literature review is composed of multiple sections. First, a brief background on the history of slavery across the world is presented. Second, a discussion of the position of the United States in terms of human trafficking occurring into and within its borders and how this compares to other nations is presented. Third, a presentation of the range of existing definitions of human trafficking is explored. Fourth, how to recognize the signs of human trafficking, in its many forms, as well as the manner by which human trafficking policies and laws have evolved in the United States is examined. Fifth, the researcher inspects the roles of inter-governmental organizations (IGOs) and non-governmental organizations (NGOs) in combating human trafficking, funding grants for research, and supporting combat and law enforcement. Sixth, an introduction and definition of human security theory and a review of the relevant literature of this theoretical approach. Last, the researcher walks the reader through the process of how the dissertation contributes to the existing literature on human trafficking.
Historical Slavery

Slavery has been present in most of recorded human history (Bales and Cornell 2008; Bales 2007). The forms, types, and purposes of slavery have changed over the centuries. Slavery can be traced to ancient Rome to large-scale agriculture production of the United States South prior to the United States Civil War (Bales, Trodd and Williamson 2011; Bales and Cornell 2008). While slavery was abolished in the United States through President Abraham Lincoln’s Emancipation Proclamation of January 1863, it has continued to occur illegally within the United States and throughout the world in a myriad of forms (Abraham Lincoln Online 2016; Bales 2016c). As the enslavement of individuals continued past the end of the United States Civil War, this illegal activity became a hidden crime, away from the public view (Bales, Trodd and Williamson 2011; Bales and Cornell 2008). This dissertation focuses narrowly on this hidden illegal slavery, also known as modern slavery, from 1940 to the present, mostly within the United States, but within the context of slavery as a global crime.

In 1940, Singapore was known “as a clearinghouse for traffickers” due to the increase in prostitution that emerged, and continued, during and after World Wars I and II (Kyle and Koslowski 2001, 93). Kyle and Koslowski (2001) argue that another Asian country, Thailand, had the highest number of woman trafficked for sex, estimated between 8,000–20,000 women. Of these sex slaves in Thailand, half of them served Bangkok and Dhonburi alone, serving centers as epicenters of military personnel visitation (Kyle and Koslowski, 2001). Other countries such as Burma (Myanmar), Ceylon (Sri Lanka), India, Indonesia, Japan and the Philippines were frequented by
troops also had a significant number of persons sex trafficked including (Kyle and Koslowski, 2001).

According to Kyle and Koslowski (2001) and Hulsey (2014), the increase in human trafficking in the 1840s was due to three factors. First, there were increases in demand for gold mining and construction work on African plantations, with single, nonwhite males targeted for recruitment because there was a need to replace the African American slaves on the plantations (Kyle and Koslowski 2001; Hulsey 2014). Second, “the colonial matrix and Western-dominated world market” produced further increases in demand for unskilled labor (Kyle and Koslowski 2001, 76). Third, there was an increased demand for single European and North American male laborers who were seeking better paying jobs, such as construction (Kyle and Koslowski 2001). This led the increase in sex tourism and trafficking in the Asian nations, and the increase in male enslaved labor for production in many nations, starting in 1940 (Kyle and Koslowski 2001). It led to the United Nations assumed a supervisory role over the international conventions against modern day slavery [after the establishment of the United Nations in June 1945] (Kyle and Koslowski 2001). In this role, the United Nations has continued to collect data on human trafficking and modern-day slavery (Kyle and Koslowski 2001).

Prior to the establishment of the United Nations, and associated supervision of the conventions alluded to earlier, the League of Nations officials completed similar reporting (Kyle and Koslowski 2001). After World War II, and the departure of the troops to various countries and cities that had attracted them, the persons in the sex tourism business began to be trafficked at first locally, and then regionally, to meet a wider geographical demand (Kyle and Koslowski 2001). Furthermore, between 1948-
1950, figures showed the same trends of trafficking occurring locally and regionally where women were trafficked between locations. For example, the distance “… between and among Bulgaria, Turkey, Iran, Germany, Greece, Yugoslavia; and the United States, Canada and Mexico” are examples of locations where women are trafficked to and from suggesting both intra and interstate trafficking activities (Kyle and Koslowski 2001, 126). To address the increase in sex trafficking over countries and regions, the UN established the “Conventions for the Suppression of the Traffic in Persons and of the Exploitation of the Prostitution of Others” in 1949 (Kyle and Koslowski 2001).

While the deployment of troops during the World Wars increased the sex trade in Thailand and surrounding Asian countries, other reasons caused trafficking to be concentrated in particular places (Kyle and Koslowski 2001). For example, Engman (2011) argues that the tourism industry aids in the promotion of human trafficking, specifically sexual exploitation, as a number of tourist and tourism destinations, are known for sex tourism and associated sexual exploitation. Annually, roughly two million children under age 18 are sexually exploited (Engman 2011; Hulsey 2014). The founder of Advocates for Freedom, Susie Harvill, believes the principal trafficker’s motivations for human trafficking are pleasure and money (Lawson 2014). Thus, destination locations or large sports events such as the Super Bowl are a breeding ground for sex trafficking (Anderson 2015). In fact, the Super Bowl is known for being the “single largest human trafficking incident in the U.S.” and online solicitation for human trafficking increased or immersed around the time of the Super Bowl and decreased post- Super Bowl (Anderson 2015).
In terms of destinations or tourism, South Florida is a large area of tourism, specifically all the way south to Miami and its beaches (Monroe 2015). Moreover, tourism attraction such the Disney World draws tourist (Monroe 2015). These destinations known for tourism, create a high-demand for human trafficking as in the United States (Monroe 2015). Florida is a culturally diverse state that offers as the promise of economic opportunities for girls and woman seeking the glamorous life, yet also attracts human traffickers (Moore 2015).

Engman (2011) argues that traffickers tell themselves stories to justify their actions. Self-justifications include, but are not limited to, that they are offering children a means to purchase food and clothing for themselves and their families (Hulsey 2014). The traffickers, as suppliers, are only half of the human trafficking equation that enables trafficking to continue, and thrive, as a business (Engman 2011; Hulsey 2014). People purchasing these services are the other part of the equation (Engman 2011; Hulsey 2014). Traffickers provide a service that is in demand by a select population (Engman 2011; Hulsey 2014). While traveling, some tourists believe that trafficking is simply part of the local culture in which they are traveling, whether domestic and international, and thus they participate in human exploitation, perpetuating the vicious cycle (Engman 2011; Hulsey 2014). This is not unlike the advertising phrase of the city of Las Vegas which touted, “What happens in Vegas, stays in Vegas,” suggesting that it is acceptable to participate in activities in “Sin City” and return home afterwards without feeling guilty.

**Defining Human Trafficking**

Various governmental organizations, inter-governmental organizations (IGOs) and non-governmental organizations (NGOs) define human trafficking or trafficking in persons
(TIP) in different ways, which means that various studies are conducted without a standardized definition being used across all entities, whether it is the United States government, NGOs or other researchers (Panigabutra-Roberts 2012a). The first time the United States officially defined human trafficking was in 2000, in the context of the United Nations Protocol to Prevent, Suppress, and Punish Trafficking in Persons, which is known as the Palermo Protocol (Panigabutra-Roberts 2012a). At the conference, “trafficking in persons” was the term used, which later became human trafficking (Panigabutra-Roberts 2012a). Panigabutra-Roberts (2012a, 139) states that human trafficking was defined at the convention as:

…the recruitment, transportation, transfer, harbouring or receipt of persons, by means of the treatment of use of force or other forms of coercion, of abduction, or fraud, or deception, of the abuse of power or of a position of vulnerability or of the giving or receiving of payments over another person, for the purpose of exploitation. Exploitation of the prostitution of others or other forms of sexual exploitation, forced labour or services, slavery or practices similar to slaver, servitude or the removal or organs.

According to the U.S. Department of State (2016a), there are 21 countries that did not participate in the Palermo Protocol. These countries are highlighted in Table 1: Non-participating Palermo Protocol Countries.
Table 1: Non-participating Palermo Protocol Countries

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<td>Bangladesh</td>
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<td>Brunei</td>
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<td>Comoros</td>
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<td>Congo, Republic of</td>
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<td>Fiji</td>
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The convention set the stage for the United States to examine human trafficking more intensely, both within its own borders and also by comparison to other nations globally (Panigabutra-Roberts 2012a). The U.S. Department of Homeland Security (2015) has its own definition human trafficking as “a form of modern-day slavery, and involves the use of force, fraud, or coercion to exploit human beings form some type of labor or commercial sex purpose.” By contrast, the Polaris Project (2015) defines human trafficking as “a form of modern-day slavery where people profit from the control and exploitation of others.” It is important to note that human trafficking is not human smuggling, even if there are similarities and individuals use them interchangeably (Giguere 2013; Hulsey 2014). Smuggling involves an individual crossing the border illegally, but successfully and thus, the transaction is complete. When the individual does so, the individual is free, unlike human trafficking (Hulsey 2014; Kyle and Koslowski 2001).

According to Giguere (2013), illegal immigration, human smuggling and human trafficking can be viewed in terms of concentric circles or a funnel (Giguere 2013). The largest opening of the funnel represents illegal immigration, a situation is which an individual crosses a border illegally (Giguere 2013). As one moves into the funnel,
narrowing, human smuggling appears next as subset of illegal immigration (Giguere 2013). Human smuggling refers to an individual or family illegally crossing a border purposefully or under duress, for the purposes of fraud or for coercion (Giguere 2013).

Even further narrowing in the funnel, is human trafficking. Consequently, there is distinct differences between these.

**Forms of Human Trafficking**

When examining various definitions of human trafficking, force, fraud, or coercion are the most common terms used describing the activity. Besides the myriad of terms used to describe human trafficking, there are seven forms of human trafficking according to the U.S. Department of State (2015). Types include sex trafficking, child sex trafficking, forced labor, bonded labor or debt bondage, domestic servitude, forced child labor and unlawful recruitment and use of child soldiers (U.S. Department of State 2015). Each of these types of human trafficking is briefly described.

**Sex Trafficking.** When individuals are lured under false pretenses in human trafficking, one potential form is sex trafficking (U.S. Department of State 2015). Sex trafficking occurs, “[w]hen an adult engages in a commercial sex act, such as prostitution, as the result of force, threats of force, fraud, coercion or any combination of such means, that person is a victim of trafficking” (U.S. Department of State 2015, 7). For example, a girl from Cleveland, Ohio ended up being a victim of trafficking in Detroit in January 2003 (Bales 2009). The girl, who was seventeen at the time, did not respond to an ad or was not approached by a trafficker. Instead, she was kidnapped while at a bus stop (Bales 2009).
The young American girl was enslaved for months and forced to perform sexual acts to males (Bales 2009). During her enslavement period, other young girls who were forced to do the same surrounded her and the girls were never left alone (Bales 2009). When a girl was not doing what she was told, the older women beat her (Bales 2009). The girls were also treated to getting their nails and hair done if they were following the rules, as if there was some type of reward system (Bales 2009). Eventually, while at the mall, the seventeen-year-old girl was able to escape from her traffickers and into the arms of a security guard (Bales 2009). The guard helped keep her safe and when the police arrived, the girl told them what had happened, which led officials to discover that the traffickers had been involved in a multistate trafficking ring since 1995 (Bales 2009). The traffickers operated their ring by kidnapping girls as young as 13 and relocating them throughout the Midwest for the purpose of sexual exploitation (Bales 2009).

Child Sex Trafficking. The U.S. Department of State (2015) defines child sex trafficking as, “[w]hen a child (under 18 years of age) is recruited, enticed, harbored, transported, provided, obtained, or maintained to perform a commercial sex act, proving force, fraud, or coercion is not necessary for the offense to be characterized as human trafficking” (7). The Trafficking in Persons Report July 2015 released by the U.S. Department of State (2015) discussed the effects child sex trafficking has on children, to include but not limited to “…long-lasting physical and psychological trauma, disease (including HIB/AIDS), drug addiction, unwanted pregnancy, malnutrition, social ostracism and even death” (8).

A recent case of child human trafficking occurred in 2015 in Houston, Texas, where Deangelo Tate took two girls to Corpus Christi and Houston to sexually exploit
them (Shadwick 2016). Both girls’ names are protected information, as they are minors, and thus were listed in reports as, “Jane Doe 1” and “Jane Doe 2” (Shadwick 2016). Tate, who was 27 at the time, posted to Backpage.com where he solicited johns (people to engage in sexual acts with girls) for the girls’ with photos on the site that Jane Doe 1 describes as “sexy photos” (Shadwick 2016). The sexual acts were performed in a conjoining hotel room (Shadwick 2016).

After two months of being held against her will, Jane Doe 1 was able to call the local Corpus Christi Police Department for help (Shadwick 2016). When police arrived, the girls were found in the bathroom and Tate, as well as another male, were in the adjacent room (Shadwick 2016). The report details the physical status of Jane Doe 1 as being beaten up with multiple abrasions, missing teeth, several bruises, burns, neck injuries and trauma to the genital area of her body (Shadwick 2016). The police learned the cause of the injuries during the initial interview with Jane Doe 1 (Shadwick 2016). The burns that were discovered on her hands were from a cigarette lighter and her teeth were missing as the result of an assault by Tate (Shadwick 2016).

Jane Doe 1 stated that such acts of physical violence occurred if she did not obey Tate’s orders (Shadwick 2016). On December 16, 2016, Tate appeared in front of the United States District Court, where Judge Gray H. Miller presided (Shadwick 2016). During the hearing, Tate pled guilty to the charge of child sex trafficking (Shadwick 2016). Tate’s sentencing was scheduled for February 17, 2017 (Shadwick 2016). The details of Jane Doe 2 are unknown, as public information is not available on her. It is unknown if she testified in the case with Jane Doe 1, if she is recovering, or currently being trafficked. According to Harden (2017), during sentencing on February 17, 2017,
Tate “was sentenced to more than 18 years in prison.” Tate was also ordered to pay Jane Doe $20,000 for restitution and upon release after the prison sentence is complete, Tate will be under supervisions for 10 years (Harden 2017).

Another example occurred in Franklin, Tennessee, during a Tennessee Bureau Investigation (TBI) operation called “Operation Someone Like Me,” where TBI agents posted ads for three days as if they were an underage girl (WKRN Staff 2016). During the operation, 485 men responded, resulting in 41 arrests (WKRN Staff 2016). Of the 41 arrested, 34 of those responded that they wanted to have sex with a minor (WKRN Staff 2016). Eighteen of the 41 men paid upfront for sex with a minor and six women and one underage person were also arrested (WKRN Staff 2016). Details of the women and the underage person are not publicly known (WKRN Staff 2016). Those arrested had various professions, including a high school teacher, a student, a college athlete, and a state employee (WKRN Staff 2016).

Forced Labor. Forced labor, or labor trafficking, was not illegal until the passage of the Trafficking Victim Protection Act (TVPA) in 2000 (Villarreal and Owens 2016). Much like other forms of human trafficking, labor trafficking is hidden in plain sight, often in the forms of agriculture, domestic servitude, or construction labor (Villarreal and Owens 2016). In 2012, an estimate indicated that roughly 20.9 million people globally were forced into labor trafficking each year, yielding approximately $51.2 billion in profits (Villarreal and Owens 2016; International Labour Organization. 2012).

An example of a case of forced labor was at a company that builds ships in Pascagoula, Mississippi (Villarreal and Owens 2016). According to Phillips (2008), in 2008, there were an estimated 100 Indian employees in Pascagoula, Mississippi, who left
their jobs at Signal International Shipyard due to claims of human trafficking for labor. Each worker paid $25,000 in exchange for green cards they never received (Phillips 2008; Hulsey 2014; Villarreal and Owens 2016). These employees were recruited from India for the purposes of repairing oil rigs that were destroyed or severely damaged by Hurricane Katrina, some ten years previous (Villarreal and Owens 2016). The Indian welders and pipefitters entered the United States legally through the United States H2B visa program (Villarreal and Owens 2016).

Sabulal Vijayan was an employee of the shipyard and raised issues of the living conditions in which twenty-four employees resided in one room described as the “company-run work camp.” In exchange for living in the camp, the company withheld $1,050 per month from each person (Phillips 2008; Hulsey 2014; Villarreal and Owens 2016). Vijayan was eventually fired (Phillips 2008; Hulsey 2014). One employee attempted suicide (Villarreal and Owens 2016). In response to the allegations and federal lawsuit by the workers, Signal International stated that it was in full compliance with all regulations, including those set forth by the Department of Labor and Federal Immigration and Customs Division (Phillips 2008; Hulsey 2014). The 100 Indian employees at the heart of the investigation were placed in temporary housing in New Orleans during the investigation (Phillips 2008). The five workers, of the 100, who filed the federal lawsuit, were Jacob Joseph Kadakkarappally, Hemant Khuttan, Padveettil, Sulekha Thangamani and Palanyandi Thangamani (American Civil Liberties Union 2015).

After a four-week trial, seven years after the date of filing, the five Indian workers who filed suit were awarded $14 million, which was split between the five defendants
(American Civil Liberties Union 2015). During the investigation, it was determined that the company saved $8 million by employing underpaid Indian workers (American Civil Liberties Union 2015). According to Villarreal and Owens (2016), it is rare to see employers held accountable for labor trafficking. This was not the first and only case related to Signal International Shipyard, but it was a landmark case for labor trafficking as it was the largest trafficking case to date with a verdict for the claimants (American Civil Liberties Union 2015).

**Bonded Labor or Debt Bondage.** Some individuals become victims of sexual exploitation and others are forced into labor. While some individuals grow up in debt bondage and continue to work throughout their lives to relieve debt accumulated by their family (U.S. Department of State 2015). Other individuals are lured by false pretenses from their community to foreign countries for inexpensive labor (U.S. Department of State 2015). A notable example is when family members assume the debt of their ancestors and continue to work to pay the debt, although the debt is rarely paid-in-full. This is a common practice in South Asia (U.S. Department of State 2016a).

**Domestic Servitude.** Individuals who are trafficked for domestic servitude are often not visible to the public because they work for others in their homes as nannies and house cleaners. Domestic servitude is another form of modern-day slavery (U.S. Department of State 2015; DeStefano 2008). Those who are trafficked for the purposes of domestic servitude are often secluded, and thus out of sight, so that the servant cannot contact their families, cannot run away, and has no ability to contact law enforcement (U.S. Department of State 2015).
**Forced Child Labor.** Forced child labor involves children under the age of 18 and is much like forced labor with the exception it involved strictly minors (U.S. Department of State 2016a). Like other forms of human trafficking, forced child labor does not permit the children to leave the control of trafficker and often the child is separated from all family members and therefore there is no one to protect the child from exploitation (U.S. Department of State 2016a). Additionally, the child is required to work, but all wages are kept by the slaveholder and thus no benefit is accrued to the child or their family (U.S. Department of State 2016a). The U.S. Department of State (2016a) asserts laws and regulations passed to reduce or end forced child labor should supplement existing child labor laws and regulations. For example, the public needs to be educated regarding human trafficking and whom a person should notify if they suspect someone of being trafficked (U.S. Department of State 2016a). In addition, forced child labor traffickers should be prosecuted to the fullest extent of the law to indicate the hideous nature of the crime rather than offer a negotiated lesser sentence, which indicates lack of seriousness by the government of this crime (U.S. Department of State 2016a).

**Unlawful Recruitment and Use of Child Soldiers.** According to Collins (2011), two business models exist that lure people into, and have them cooperate through, the process of human trafficking. These two models are gorilla pimping and drugs as a means of control (Hulsey 2014). A gorilla pimp is someone “who controls his victims almost entirely through physical violence and force” (Shared Hope International 2016). Pimps are turning to drugs in order to maintain control of the victims (Hulsey 2014; Collins 2011). Collins (2011) also argues that both gorilla pimping and the use of drugs as a
means of control employ violence as a primary means of controlling the victims (Hulsey 2014).

**Recognizing the Signs.** Defining human trafficking does not capture the full essence of human trafficking, for example the definition does little to explain how people are lured into the industry and the associated warning signs. According to the Federal Bureau of Investigation (FBI) (2014), victims being trafficked are often overlooked by an average person because people’s perception of trafficking involves persons physically in chains and hidden in an isolated and undisclosed location. Another misunderstanding of human trafficking is the idea that in order for a person to be trafficked they must be moved from one location to another, often by coercion or force. An example of a person being moved from one location to another is a person being trafficked from one country to another country. In fact, trafficking, by definition, does not require, but may contain, the movement of the person being trafficked (Hulsey 2014). Examples exist in various countries, such as India, where young children fall victim to human trafficking within their own home for purposes such as prostitution and domestic servitude (Finnegan 2008). Immobile human trafficking can occur in any country in the world, including the United States.

Many governmental and non-governmental organizations have listed key factors or red flags that help to identify if a person is being trafficked (Hulsey 2014). According to the U.S. Department of State there are ten such red flags to human trafficking. These ten factors are highlighted in this study (Department of State 2014; Hulsey 2014).
These red flags are:

1. Living with employer
2. Poor living conditions
3. Multiple people in cramped space
4. Inability to speak to individuals alone
5. Answers that appear to be scripted and rehearsed
6. An employer holding identity documents
7. Signs of physical abuse
8. A submissive or fearful person
9. A person unpaid or paid very little
10. A person under 18 and in prostitution

Along with these red flags (2014), questions can be asked to a person who is perceived as being trafficked. These targeted questions are used only when the victim is alone to gain knowledge as to determine if the individual is being trafficked and avoid coercion by the trafficker (U.S. Department of State 2014; Hulsey 2014). The questions are as follows:

1. Can you leave your job if you want to?
2. Can you come and go as you please?
3. Have you been hurt or threatened if you tried to leave?
4. Has your family been threatened?
5. Do you live with your employer?
6. Where do you sleep and eat?
7. Are you in debt to your employer?
8. Do you have your passport/identification? If no, who has it?

While the U.S. Department of State released the red flags and questions, they also caution citizens not to approach individuals they perceive as being trafficked; rather concerned citizens are encourage to contact law enforcement (U.S. Department of State 2014; Hulsey 2014).
Being able to recognize the signs of a person being trafficked is vital. Various governmental and non-governmental organizations have created training programs to help people discern the signs of human trafficking. Citizens must be vigilant regarding the signs of human trafficking, just as they are vigilant for other crimes, and take the necessary steps for prevention. The FBI (2014) argues that there are no occupations that are free from human trafficking, but there are some occupations where people are more likely to fall victim to human trafficking (Hulsey 2014). These higher risk or at-risk occupations include: “… factories, restaurants, elder care facilities, hotels, housekeeping, child-rearing, agriculture, construction and landscaping, food processing, meat-packing, cleaning services… as well as the commercial sex industry” (Federal Bureau of Investigation 2014). Bales (2016a) posits that “[y]ou will find [trafficked] people in lots of places where you don’t expect it in the United States.” He argues that of the various forms of slavery that exist today, the largest form is sexual exploitation, followed by domestic servants, agriculture, hair-braiding salons, and massage parlors (Bales 2016a).

As Bales (2016a) contends, human trafficking occurs in many places (for example, the Super Bowl and the events surrounding the Super Bowl). In 2013, the Super Bowl was held in New Orleans, Louisiana (Lawson 2014). That year two male friends of a family took their friends’ boys to New Orleans for the big game for a night they would remember for the rest of their lives (Hulsey, 2014; Lawson 2014). Those memories, which should have been at the big game, were instead replaced by something the boys would never forget. Everything went as normal with shopping at the River Walk and a movie at the IMAX (Hulsey 2014; Lawson 2014).
That evening, though, the boys were not taken to the football game but instead were handed over to three men for the night who in turn sexually abused the boys (Hulsey 2014; Lawson 2014). The same family friends who brought the boys were the very family friends who sold them for the night (Hulsey 2014; Lawson 2014). The men who sold the boys were arrested and Advocates for Freedom helped to free the boys who were sold (Hulsey 2014; Lawson 2014). Additional details of this case and the severities of the charges are unknown at this time, but the researcher is continuously making inquiries. The Super Bowl, and other such events, is common areas for human trafficking.

**Human Trafficking within the Hegemon**

“Transgressing national borders within and into our Western Hemisphere, human trafficking is now a business of choice for well-organized and versatile crime syndicated” (Pati 2014, 38). According to Bales (2009), “America was born with the congenital disease of slavery, and, legal or illegal, it has never left us. Today, we are still conflicted about our slaveholding past and its ugly aftermath” (17). Therefore, in order to study the magnitude of human trafficking and understanding how companies compare one another, a ranking/tier system is used.

The U.S. Department of State classifies nation/states into four categories, or tiers, in terms of human trafficking. Each Tier represents the extent to which a country adheres to the Trafficking Victims Protection Act (TVPA) of 2000 standards. Tier 1 represents the countries that meet the minimum requirements. Tier 2 countries do not meet the minimum standards, but are making progress in that direction (U.S. Department of State 2016a). The third category, Tier 2 Watch List, though independent, can be viewed as part
of Tier 2, which means minimum standards are not met but they are making strides for improvement. Tier 2 Watch List also has three additional characteristics separate from Tier 2. According to the U.S. Department of State (2016a, 39), those characteristics are:

1. The **absolute number** of victims of severe forms of trafficking is very significant or is significantly increasing;

2. There is a **failure to provide evidence of increasing efforts** to combat severe forms of trafficking in persons from the previous year, including increased investigations, prosecution, and convictions of trafficking crimes; increased assistance to victims; and decreasing evidence of complicity in severe forms of trafficking by government officials; or

3. The determinations that a country is making significant efforts to meet the minimum standards was based on commitments by the country to take additional steps over the next year.

Trafficking within Tier 1 countries is increasing (U.S. Department of State 2016a). To combat these increasing numbers, evidence is not produced showing an active effort, and the commitment of the nation/state in the years to come (U.S. Department of State 2016a).

Tier 3 countries, 27 of them, do not meet the TVPA minimum standards. This year, the U.S. Department of State (2016a) chose to put three nation/states in a category entitled, “Special Cases,” which are Libya, Somalia and Yemen. In the 2015 Report, Somalia was the only state on the “Special Cases” list (U.S. Department of State 2015; U.S. Department of State 2016a). For the purposes of this dissertation, Tier 1 nation/states are displayed below in Table 2: 2016 Tier 1 Nation/States. Tier 1 nations are highlighted since the focus of this dissertation, the United States, falls into this category.
In 2005 and 2006, labor trafficking was not a category of crime that was specifically tracked by the U.S. Department of State (Department of State 2014; Hulsey 2014). From however, because of a surge in numbers that fell into that category in those years, a new category was created and the Department began tracking it (Department of State 2014; Hulsey 2014). From 2005-07 the data did not report the victims identified during the crimes (Department of State 2014; Hulsey 2014). As represented in Table X for Tier 1 countries, there has been an increase in prosecutions since 2005, although this has not led to an increase in convictions (Hulsey 2014).

Table 3, entitled “Tier 1 Data on Human Trafficking,” is a compilation of the Trafficking in Persons Report 2015 released by the U.S. Department of State. Additionally, the 2015 data presented was retrieved from the Trafficking in Persons Report 2016 and other numbers were updated to reflect the current data available from the 2016 report.
Table 3. Tier 1 Data on Human Trafficking (Labor Trafficking in parentheses)

<table>
<thead>
<tr>
<th>Year</th>
<th>Prosecutions</th>
<th>Convictions</th>
<th>Victims Identified</th>
<th>New or Amended Legislation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>6,178</td>
<td>4,379</td>
<td>0</td>
<td>40</td>
</tr>
<tr>
<td>2006</td>
<td>5,808</td>
<td>3,160</td>
<td>0</td>
<td>21</td>
</tr>
<tr>
<td>2007</td>
<td>5,682 (490)</td>
<td>3,427 (326)</td>
<td>0</td>
<td>28</td>
</tr>
<tr>
<td>2008</td>
<td>5,212 (312)</td>
<td>2,983 (104)</td>
<td>30,961</td>
<td>26</td>
</tr>
<tr>
<td>2009</td>
<td>5,606 (432)</td>
<td>4,166 (335)</td>
<td>49,105</td>
<td>33</td>
</tr>
<tr>
<td>2010</td>
<td>6,017 (607)</td>
<td>3,619 (237)</td>
<td>33,113</td>
<td>17</td>
</tr>
<tr>
<td>2011</td>
<td>7,909 (456)</td>
<td>2,969 (278)</td>
<td>42,291 (15,205)</td>
<td>15</td>
</tr>
<tr>
<td>2012</td>
<td>7,705 (1,153)</td>
<td>4,746 (518)</td>
<td>46,570 (17,368)</td>
<td>21</td>
</tr>
<tr>
<td>2013</td>
<td>9,460 (1,199)</td>
<td>5,776 (470)</td>
<td>44,758 (10,063)</td>
<td>58</td>
</tr>
<tr>
<td>2014</td>
<td>10,051 (418)</td>
<td>4,443 (216)</td>
<td>44,462 (11,438)</td>
<td>20</td>
</tr>
<tr>
<td>2015</td>
<td>18,930 (857)</td>
<td>6,609 (456)</td>
<td>77,823 (14,262)</td>
<td>30</td>
</tr>
</tbody>
</table>


Understanding Slavery in the Hegemon. According to Dr. Kevin Bales (2005, 172-173) there are three steps to ending slavery. Those three steps are:

1. Learn.
2. Join with others who want to end slavery.
3. Act!

First, the United States should better understand which country the slaves in the United State originate. The U.S. Department of State (2016a) data indicates that victims are trafficked into and/or within United States come from all over the world, yet are
primarily citizens of three countries: Mexico, the Philippines and the United States (U.S. Department of State 2016a).

Learning which countries, the slaves in the United States originate helps scholars to examine why individuals fall victim to human traffickers, which is debated by scholars. For example, DeStefano (2008) and Bales (2005) argue that people fall victim to human trafficking in order to improve their standard of living because they want more out of life and are seeking means to provide for their families. In exchange for paying a one-time smuggling fee, a person must work at a diner/restaurant or other establishment to pay off the fee during what is typically a lengthy period of time (Hulsey 2014; DeStefano 2008). DeStefano (2008) contends that the media inadvertently influences the human trafficking as traffickers are selling the dream of living aboard in a foreign country. The victim/survivor is unaware that once they enter the foreign land they will be trafficked for one of the forms of human trafficking (DeStefano 2008).

DeStefano (2008) argues that if an individual’s economic needs were being met in the home country then their citizens would not be enticed by the idea of living elsewhere. President Barack H. Obama pledged in 2015, “…[that] our Nation will continue promoting development and economic growth across the globe to address the underlying conditions that enable human trafficking in the first place” (Obama 2015). This pledge supports Bales (2005) second step of ending slavery of joining forces with others who have the same desires. Thus, DeStefano (2008) argues that it is imperative that both cooperation and education by both the sending and receiving countries is necessary to combat human trafficking fully so that their citizens do not become victims (Hulsey 2014). The U.S. Department of State (2016a), Bales (2008), Hulsey (2014), DeStefano
(2008), and Obama (2015) argue that United States citizens also face challenges as well. The U.S. Department of State (2016a, 388) cites that some populations in the United States are more vulnerable than others. Those populations cited by U.S. Department of State (2016a, 388) include:

… children in the child welfare and juvenile justice systems; runaway and homeless youth; American Indians and Alaska Natives; migrant laborers, including participants in visa programs for temporary workers; foreign national domestic workers in diplomatic households; persons with limited English proficiency; persons with disabilities; and LGBTI [Lesbian, Gay, Bisexual, transgender, and Intersex] individuals.

Additionally, The United States Department of State (2016a) cited in the *Trafficking in Persons Report 2016*, that of those who were trafficked, there has been an increase of those who are disabled and those who needed medication. Needing such items make the trafficked persons vulnerable, and traffickers often motivation to withhold medication in an attempt to lure them into trafficking or keep the individual enslaved once trafficked (U.S. Department of State 2016a). According to Bales (2005), once one learns of slavery and joins others to fight against slavery, they must now act. One can take action in a number ways, to include donations, political or addressing the root causes of slavery occurring in the country of origins as to why a person is being trafficking (Bales 2005).

Thus, human security is examined.

Pati (2014) states that it is important to explain how human security affects national security. To do so, it is best to note that human trafficking is a transnational organized crime, the causes of which must be addressed in order to make progress toward
ending modern-day slavery. By ending human trafficking, national security improves and human lives are saved, which are both noble pursuits (Pati 2014). An example of how multiple factors play an intricate role in the breeding grounds for this black market crime can be found is a Florida case, which is the third-largest human trafficking hub found in the United States (Pati 2014). Florida is proceeded by the states of California and Texas (Polaris 2017). According to State Congresswoman Ileana Ros-Lehtinen, “[i]n South Florida, drugs and human trafficking are one of the most pervasive security threats” (Pati 2014, 38).

Pati (2014) argues that various forms of human trafficking occur in Florida due to environmental factors and predisposition. For example, Florida is home to Miami International Airport, one of the busiest airports in the United States, with a total of 44,350,247 passengers and 412,915 landings and takeoffs in 2015 (Miami-Dade Aviation Department 2016). Florida is the fourth most populous American state, trailing only California, Texas and New York (State of Florida 2016). Florida is a tourist destination not only for those living in the United States, but also for visitors from abroad as well (Pati 2014). In 2015, over 106 million tourists visited Florida, including 91 million domestic visitors, 11 million overseas visitors and 4 million Canadian visitors (VISIT FLORIDA Research 2016).

Human traffickers are also attracted to Florida due to its coastal location, presence of multiple large ports, climate favoring agricultural productivity, growing retirement and vacation home communities and military bases (Pati 2014). Specifically, Pati (2014) argues that Florida’s ports have a history of vulnerability to drug and illegal migrant smuggling operations. According to the United States Border Patrol (2016), from October
2015 to September 2016, agents apprehended 3,205 people, which represent 2,852 males and 352 females in Florida (U.S. Border Patrol 2016). Thirty-eight of the people were minors [17 and under] who were accompanied and 20 minors who were not accompanied (U.S. Border Patrol 2016). During the apprehension of people, drugs were also found, namely marijuana and cocaine (U.S. Border Patrol 2016). Agents seized 1,229 pounds of marijuana and 344 pounds of cocaine (U.S. Border Patrol 2016).

For the fiscal year, it led to 263 prosecutions (U.S. Border Patrol 2016). Thus, Florida is a prime location with numerous ports, many of which have proved to be highly successful in smuggling drugs into the United States, as well as illegal migrants. Due to the humid-subtropical climate, Florida’s agricultural business is one that can withstand year-round temperatures and it is those temperatures that have created a year-round tourism destination in the state. Florida is among the “…most frequented tourist destinations…” to both Americans and non-Americans alike (Pati 2015, 36). Furthermore, Florida’s southern charm, many attractions such Walt Disney World and Resorts, and amenities, also lures tourists to visit and perpetrators to seek victims (Pati 2015).

Florida is ripe for downward wage pressures with increasing populations, needed labor for the tourism and agriculture industries, many visitors, and a large immigrant population, which creates situations in which vulnerable people compete for work at low wages making them vulnerable to be lured into the growing black market industry of human trafficking (Pati 2014). Florida also faces predisposition challenges with cultures and subcultures that differ in terms of their view of laws, women and children. With the many multi-cultural groups in Florida, traffickers are often not noticed as they blend into
highly complex communities (Pati 2014). According to Pati (2014), “… human trafficking is a crime that inherently breeds more crime, while corroding the fabric of the society, the life of the individual and the security of the nation. It is indeed an infamy that poisons human society at its core” (40).

**Human Trafficking Policies.** While there are increasingly numerous laws and regulations related to protection of the United States borders, Kyle and Koslowski (2001) argue that the number of people who are being smuggled into the United States and then forced into the trafficking industry has not decreased (Hulsey 2014). After multiple cases of human trafficking emerging, the United States government decided that it was an emerging issue and thus something that required additional attention, specifically because the smuggling rate was one of the highest in the world (Hulsey 2014 and Kyle and Koslowski 2001). DeStefano (2008) claims that such a high smuggling rate into the United States, the American government bullied the international community into getting involved in combating smuggling efforts (Hulsey 2014 and Kyle and Koslowski 2001). To understand the breadth and depth of the issue, the United States started by learning about human trafficking, followed by collecting data on human trafficking and then creating the tier system to classify human trafficking by country (Hulsey 2014; DeStefano 2008).

Harvill argues that human trafficking, like cancer, if left unchecked will grow and United States citizens must not turn their heads away from it, but toward it and combat it, because it “… is going to affect all of us in due time. We are losing this battle” (Lawson 2014). The United States, in the 1990s, took some initial steps to mitigate human trafficking. At a conference in Thailand in 1990, the crime of human trafficking was
brought to the forefront. The conference focused on tourism, and human trafficking, which resulted in the Child Prostitution and Trafficking (ECPAT), (Airline Ambassador International 2015).

There are thirty-five companies located within the United States that have signed the 1996 Tourism Child-Protection Code of Conduct. The first to sign was Airline Ambassadors International (Airline Ambassadors International 2014). The Code of Conduct was created by the tourism sector and Ending Child Prostitution and Trafficking (ECPAT) (ECPAT-USA 2016). Delta Airlines is the only United States flag carrier that has disclosed documented cases of human trafficking on its flights. The airline has taken the lead on this issue within the United States air carriers by both the acknowledgment of the activity occurring within United States airspace, and being the first airline to sign the Code of Conduct for the Protection of Children from Sexual Exploitation in Travel and Tourism, also known as “The Code” (Engman 2011). By signing The Code, Delta Airlines created a partnership with UNICEF and as such became “the first major airline in the world” to take a stand to fight trafficking (Engman 2011).

Although, drug trafficking is a federal crime and has been an area of focus for the United States government for decades, it was not until October 2000 that the United States took the first action human trafficking as a transnational organized crime with the creation of the Trafficking Victims Protections Act of 2000 (TVPA), (Advocates For Freedom 2015; Polaris 2015). The act focuses on the prevention, protection and prosecution of human trafficking (Polaris 2015). The TVPA was first reauthorized by the United States Congress in 2003, and with a name change to the Trafficking Victims Protection Reauthorization Act (TVPRA). TVPRA was reauthorized again in 2005, 2008
and 2015 (Polaris project 2015). While the legislation passed, it was not until 2004 that the U.S. Department of State began tracking the data collected on human trafficking as a response to this act (Hulsey 2014).

**Governmental and Non-governmental Organizations**

The United States government has established policies to combat and end modern-day slavery. These combatting of modern day slavery has far reaching influence across the United States and internationally. The policies are carried out by a range of United States government agencies and departments, often in collaboration with inter-governmental (IGOs) and non-governmental organizations (NGOs). Each of these IGOs/NGOs assists in efforts to end modern-day slavery but until recently had not worked closely together to share their information. This has changed and to combat human trafficking various departments have begun to collect, and share to a limited extend, information that is isolated and does not easily align with one another.

**Department of State.** Under the U.S. Department of State, The Office to Monitor and Combat Trafficking in Person was created in 2000 as part of the TVPA. According to the Department of State (2014), “the United States’ global engagement in the fight against human trafficking [includes] partnering with foreign governments and civil society to develop and implement effective strategies for confronting modern slavery” (Hulsey 2014). One duty of the U.S. Department of State, is to gather information from various IGOs and NGOs, such as the Walk Free Foundation, and to create and disseminate The Annual Trafficking in Persons (TIP) Report” (Department of State 2014; Hulsey 2014). The TIP Office is not only is a collector of human trafficking data, but also works closely
with the various different federal government organizations regarding human trafficking (Panigabutra-Roberts 2012b).

The Department of State has various International Programs for grants comprised of 450 projects that represent 109 countries, which were selected by the grant process (Department of State 2014; Hulsey 2014; Panigabutra-Roberts 2012b). For example, in 2010, there were $300 million in submitted projects competing for the $20 million budgeted. This was the highest amount invested to date on projects submitted specifically for federal grant dollars to combat human trafficking (Department of State 2014; Hulsey 2014; Panigabutra-Roberts 2012b).

Department of Justice. The Department of Justice (DOJ) via human trafficking cases has the authority to prosecute under Title 18, chapter 77 (U.S. Department of Justice 2015). According to U.S. Department of Justice (2015), statues providing this authorization are:

5. 18 U.S.C. § 1591 (Sex Trafficking of Children or by Force, Fraud, or Coercion).
7. 18 U.S.C. § 1593 (Mandatory Restitution).
To assist this enforcement work, the DOJ houses the Human Trafficking Prosecution Unit (HTPU) and National Institute of Justice (NIJ) (U.S. Department of Justice 2015).

Within the Criminal Section of the Civil Rights Division, the Human Trafficking Prosecution Unit (HTPU) was created in 2007 with the mission of having the expertise and resources centrally located (U.S. Department of Justice 2015). The DOJ has a number of partnerships through the Bureau of Justice Assistance to collaborate with federal, state and local and non-profit organizations. One such partnership is The Blue Campaign, which brings together the DHS, FBI and ICE to identify trafficking situations, prosecute traffickers and provide resources for victims of trafficking (U.S. Department of Justice 2015; Department of Transportation 2015b).

The National Institute of Justice (NIJ) is a subsidiary of the DOJ and has as part of its charge to further human trafficking research assist in its combat by funding projects such as focus group, United Nations Workshops, and webcasts with Harvard University that aid in the education of human trafficking (Department of Justice 2014; Hulsey 2014). Just as The Department of State releases The Annual Trafficking in Persons (TIP) Report, the NIJ conducts an annual study entitled “Demand Reduction,” which largely focuses on the reduction of prostitution and sex trafficking (Department of State 2014; Hulsey 2014).

The Demand Reduction studies move to Demand Operations when operationalized in the field. NIJ uses Demand Operations in situations where local law enforcement has attempted to combat human trafficking, but done so unsuccessfully. NIJ used “johns” for one study and released the results in June 2012 (Department of State 2014; Hulsey 2014).
The results included:

- Web-based reverse strings, where johns are arrested after making contact with a decoy “prostitute” who is actually a police officer.
- Brothel-based reverse strings, where police close a brothel, make it look like it is still open, and then arrest johns who arrive.
- Seizing automobiles of those who solicit prostitutes.
- Suspending driver’s licenses of those who solicit prostitutes.
- Using surveillance cameras in anti-prostitution efforts.
- “John school” education or treatment programs (Department of Justice 2014; Hulsey 2014).

While Demand Reduction “appears to be promising,” NIJ argues, “many have not been rigorously assessed for effectiveness” (Department of Justice 2014).

Department of Homeland Security. The Department of Homeland Security (DHS) focuses on a victim-centered approach to “investigating trafficking, arresting traffickers and protecting victims” (Department of Homeland Security 2014). The Blue Campaign was specifically created by the United States government and deployed in 2010 by the DHS to end modern-slavery (Department of Homeland Security 2014; Hulsey 2014). The Blue Campaign focuses on raising awareness by educating the public about modern-day slavery, training federal employees and citizens to recognize the red flags or key factors of those being trafficked and providing assistance for victims and supporting investigations (Department of Homeland Security 2014; Hulsey 2014). The Blue Campaign parallels the Blue Heart Campaign against Human Trafficking lead by the United Nations Office on Drugs and Crime (UNODC), (United Nations Office on Drugs and Crime UNODC 2014; Hulsey 2014).

Department of Transportation. The U.S. Department of Transportation (DOT) act came into being on October 15, 1966, when Congress established it on the first operational day
of April 1, 1967 (Department of Transportation 2015a). The Department of Transportation’s (2015a) mission statement is to “[s]erve the United States by ensuring a fast, safe and efficient assessable and convenient transportation system that meets our vital national interest and enhances the quality of life of the American people, today and into the future.” The DOT is an active collaboration participant of the President’s Interagency Task Force (PITF) and the Senior Policy Operating Group (SPOG), (Department of Transportation 2015b). One of the DOT’s most significant accomplishments in combating human trafficking involved the training of nearly all 55,000 DOT employees in Human Trafficking awareness training in 2012 (Department of Transportation 2015b).

Transportation Modality Focal Point. In this project, the researcher compares land, air and sea means of transportation. It is important to note that while the researcher focuses on three categories of transportation: land, air and sea, transportation by land has subsets including foot, car, train and other modes of surface mobility. Additionally, though there is a focus on aviation as a mode of transportation in this research, transportation of a person is not a prerequisite for human trafficking to exist. An individual could be trafficked exactly where they are standing or sitting. However, for the purposes of this study, the researcher will focus specifically on the role of air transportation in human trafficking. Srinivasan and Prabhakaran (2009) argue that “[a]s the aviation industry has grown, there has been corresponding growth in the number of illegal passengers who use aviation to cross borders” (250). While passports are created with many security features, they are still being illegally created, which creates a number of security risks, to include hijackings.
Srinivasan and Prabhakaran (2009) suggest that “statistics show that the majority of hijacking within the aviation is caused by illegal passengers trying to get to their final destination” and “[t]hese fake passports then become the basis upon which the human trafficking trade is built upon” (250). Thus, it is the human trafficking industry that is a major driving forcing of counterfeit travel documents (Srinivasan and Prabhakaran 2009).


Federal Bureau of Investigation. The Federal Bureau of Investigation (FBI) falls under the Department of Justice (Federal Bureau of Investigation 2014). One of the units of the FBI is the Civil Rights Units, which focuses on human trafficking. There are four areas in which the FBI’s Civil Rights Unit investigates, which are “domestic sex trafficking of adults,” “sex trafficking of international adults and children,” “forced labor,” and “domestic servitude” (Federal Bureau of Investigation 2014). In order to participate in
various levels of federal, state and local cases, the FBI works with various organizations, such as the Anti-Trafficking Coordination Team (ACTeam), Enhanced Collaborative Model to combat Human Trafficking and the FBI Human Trafficking Task Force (Federal Bureau of Investigation 2014).

According to the FBI (2014), United States citizens make up approximately 33 percent of those involved in human trafficking globally. Between 2009 and 2012, the number of pending cases in the United States related to human trafficking rose dramatically from 167 to 459 (Federal Bureau of Investigation 2014). Within the same timeframe, the FBI (2014) reports there were 480 arrests made and 336 indictments or information that led to 258 convictions (Hulsey 2014).

President’s Interagency Task Force to Monitor and Combat Trafficking in Persons. President Obama (2015) argued that “[a]ll nations have a part to play in keeping our world safe for all people – regardless of age, background, or belief.” On December 15, 2016, 11 members were appointed to the United States Advisory Council on Human Trafficking and will serve two-year terms (U.S. Department of State 2016a). The President’s Interagency Task Force to Monitor and Combat Trafficking in Persons used its monthly meeting on January 5, 2016, to introduce the advisory board, the United States Advisory Council on Human Trafficking (U.S. Department of State 2016b; Coppedge 2016). The Council was established as an avenue for human trafficking survivors to have their voice heard during collaborations for federal policies (Coppedge 2016). Each year the council releases a report, with the first report entitled, “United States Advisory Council on Human Trafficking Annual Report 2016,” (U.S. Department of State 2016c). According to the U.S. Department of State (2016c), the report was
released on October 18, 2016, and included recommendations in various areas, which include:

- Rule of law
- Public Awareness
- Victim Services
- Labor Laws
- Grantmaking

Each area listed above stated the overall issue and the Advisory Committee’s recommendations (U.S. Department of State 2016c).

President Obama again proclaimed January 2016 as the National Slavery and Human Trafficking Prevention Month on December 31, 2015 (Obama 2015). Obama (2015) addresses the issues of modern-day slavery around the world, but also makes a point to address that this crime is occurring on the home front as well. To combat human trafficking, and particularly the supply chain, Obama (2015) discussed ways his administration had attempted to end modern-slavery, such as partnerships with governmental and non-governmental organizations, newly proposed incentives from the President’s Interagency Task Force to Monitor and Combat Trafficking in Persons, and more recently the formation of the Federal Office in Trafficking in Persons under the Department of State (Obama 2015).

Non-governmental. While a handful of leading governmental and non-governmental organizations work to reduce human trafficking, each with their own specialty, there are scores of even smaller organizations within states that fight human trafficking locally. A
few examples are highlighted. One of those organizations, Advocates for Freedom (AFF), is a faith-based organization located on the Mississippi Gulf Coast, fighting to save men, woman and children (Advocates for Freedom 2015). According to Lawson (2014), AFF was vital in saving a three-year old girl from child sexual exploitation by her own mother who was a drug user. The toddler’s mother sexually exploited her daughter by selling the little girl to her drug dealer who held the little girl against her will in a closet until someone was ready to be serviced (Lawson 2014; Hulsey 2014).

Angels at 30,000ft (AA30) was founded by Sherry Martin Peters in November 2013. It is focused on providing training to airports, flight attendants and any others in the aviation community in an effort to educate aviation personnel on human trafficking. It is not a 501(c) 3 non-profit organization, nor is it a for-profit organization (Angels at 30,000ft 2017). They are unique in that they partner with various organizations both non-government and government organizations in an effort to provide the necessities victims might need as they go through rehabilitation (Angels at 30,000ft 2017).

Some organizations focus on education and awareness or provide a safe house for victims, while others aid in the transportation of victims. It is important to have partnerships or the means to carry these folks away in a timely manner when discovered and moved far away from the trafficked sites. That is what two 501(c) 3 non-profit organizations within the United States are doing. Wings of the Way (2015) and Falcon Ministries (2016) use their ministry to provide air transportation to rescue and relocate human trafficking victims. Wings of the Way (2015), also known as (WOW) was founded in 2013 by Justin and Callene Ross, who are both graduates of Moody Aviation and shared the passion of combating human trafficking through spreading awareness
(Wings of the Way 2015). From there, they were able to collaborate and partner with UIM Aviation to provide the necessary transportation needed to escape trafficking (Wings of the Way 2015). Wings of the Way have a number of partnerships with rehabilitation homes and church ministries, so that victims may heal and obtain the necessary tools needed to survive beyond the rehabilitation homes (Wings of the Way 2015).

Alabama based non-profit organization Falcon Ministries provides preaching, teaching, delivery and rescue ministries for victims of human trafficking (Falcon Ministries, Inc. 2016). Falcon Ministries is managed by their Board of Directors, which provides the capital and support needed to fulfill each ministry (Falcon Ministries, Inc. 2016). Alongside other non-profit organizations, the Rescue Ministry of Falcon Ministries provides both ground and air transportation in an efficient and confidential manner to safety (Falcon Ministries, Inc. 2016). Their ministry asserts that most of the victims they aid into safety are those who have fallen victim to human trafficking (Falcon Ministries, Inc. 2016).

Aside from removing the victim from the trafficked site in a timely manner, having a safe area with a home, far away, and for a period of time, is also critical. Thus, the previously discussed organizations play an important role in the restoration of trafficking victims and provide unique insight into combating trafficking. While these organizations play an important role, it is one of the largest challenges faced when rescuing trafficking victims (Office for Victims of Crime 2017). Options exist, but not all options are ideal nor are all options are appropriate (Office for Victims of Crime 2017). For example, some shelters only accept females, some do not have the resources to
provide long-term care for a trafficking victim, and some shelters are concerned with safety related issues and thus, will not accept trafficking victims (Office for Victims of Crime 2017).

Although various governmental and non-governmental organizations exist to combat human trafficking, it was not until recently that collaboration began between organizations. As Office for Victims of Crime (2017), (OVC), argues partnerships and resources are ways in which, “…to meet the need of trafficking victims.” These collaborations are highlighted at the federal level by the President’s Interagency Task Force to Monitor and Combat Trafficking in Persons.

**Human Security Theory**

With the growing variations of threats to United States national security, including cyber security, energy security and environmental security, more nuanced approaches are needed to define and counter such threats effectively. In order to best protect a nation, new ways of understanding security are needed to counter and mitigate the modern threats (United Nations 2009). It is equally important to consider how these nascent threats are interconnected (United Nations 2009). “Placing the individual as the key point of reference, the human security paradigm assumes that the safety of the individual is the key to global security; by implication, when safety of individuals is threatened so too in a fundamental sense is international security” (Hampson 2013, 282-283).

In 1992, in *Agenda for Peace* by UN Secretary General Boutros Boutros -Ghali first turned attention to the need to determine the origins of political, social and economic conflict. At the time, he called for “an integrated approach to human security” (United Nations 2009). Despite his statement, it was not until 1994 that human security was first
introduced as a broader concept the “Human Development Report” by the United Nations Programme (Pati 2014). Writers argue that this publication is the origin of the term “human security” (Weller 2014). In the “Human Development Report,” human security is introduced as a new type of security and hence, theory. There is much debate over the definition and scope of this concept and associated theory (Pati 2014; Hampson 2013; Human Security Research Group 2010).

Human security is unique in that it is people-centered, focusing on the individual rather than traditional concepts of nation-states, when viewing national security (Pati 2014; Weller 2014). Pati (2014) posits that President William J. Clinton, through his definition of human security, came closest to operatizing the definition, albeit with some variations. Clinton defined “security” as “our people, our territory and our way of life,” which highlighted the person-centric approach to a security framework, which later would be called “human security” (Pati 2014, 31). Human security is defined by the Commission on Human Security (2003) as the ability,

... to protect the vital core of all human lives in the ways that enhance human freedoms and human fulfillment. Human security means protecting fundamental freedoms—freedoms that are the essence of life. It means using processes that build on people’s strengths and aspirations. It means creating political, social, environmental, economic, military, and cultural systems that together give people the building block of survival, livelihood and dignity (4).

Similar to the Commission on Human Security’s (2003) definition, Pati (2014) defines human security in the following terms:
It is about the legitimate concerns of ordinary people in their everyday lives, and the way they see security: as protection from hunger, unemployment, disease, crime, environmental hazards and civil and political unrests and repressions. What really matters to people is for them, in the final end, to enjoy freedom from want, freedom from fear and freedom to live in dignity (32).

The two reoccurring components of each definition presented by various organizations and individuals are “freedom from want” and “freedom from fear,” which can be traced even further back to President Franklin D. Roosevelt’s “Four Freedoms Speech” in 1941 (Roosevelt 1941, 8). During that speech, he identified four requisite freedoms to ensure the security of all human beings (Roosevelt 1941). The first and second of those freedoms were “freedom of speech and expression—everywhere in the world” and “freedom of every person to worship God in his own way—everywhere in the world” (Roosevelt 1941, 7-8). It is these freedoms that Pati (2004) asserts we continue to struggle and fight for today.

Just as there are many definitions of human security, there are also many critiques of the theory. For example, Weller (2014) argues that the theory does not hold up in the real world because it does not allow world leaders to use the tools they need to make decisions, but rather is a more academic approach to understanding situations.

**Human Security Principles.** The Commission on Human Security (2003) argues that a new security paradigm is needed in the international community for many reasons. For example, the world has changed since the 17th century when the modern nation state emerged and the concept of sovereignty began to dominate the thinking of security. Since this time, states have focused on their security in relation to others states, even at the expense of the wellbeing of their own people (Commission on Human Security 2003).
For example, the Cold War was focused on external threats to state’s security and how states would counter those threats, the traditional security paradigm (Commission on Human Security 2003).

The introduction of the new theoretical approach of human security suggests a shift or change from the old state-centric approach to a more individual-centric approach to understanding security, increasingly so following the Cold War. According to the Commission on Human Security (2003) and the United Nations (2009), there are five principles central to human security:

1. People-centered
2. Multi-sectoral
3. Comprehensive
4. Context-specific
5. Prevention-oriented

**People-centered.** The United Nations (2009) articulates people-centered as the first principle of human security extending the concept of national security being state-centered. Thus, rather than having the state be the “centre of analysis,” as with national security, individuals are with human security (United Nations 2009). Consequently, human security questions realist notions of security, which have dominated foreign affairs since World War II (United Nations 2009).

**Multi-sectoral.** The second principle is the concept of multi-sectoralism, which is a more holistic approach to examining security than traditional national security (United Nations 2009). Human security examines the root causes of insecurity for individuals in seven
areas (United Nations 2009). The seven security types are economic security, food security, health security, environmental security, personal security, community security and political security (United Nations 2009). These are outlined in Table 4 entitled “Human Security and Main Threats” (United Nations 2009). This security cornucopia makes up the concept of multi-sectoral.

Table 4. Human Security Types and Main Threats.

<table>
<thead>
<tr>
<th>Type of Security</th>
<th>Examples of Main Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic security</td>
<td>Persistent poverty, unemployment</td>
</tr>
<tr>
<td>Food security</td>
<td>Hunger, famine</td>
</tr>
<tr>
<td>Health security</td>
<td>Deadly infectious diseases, unsafe food, malnutrition, lack of access to basic health care</td>
</tr>
<tr>
<td>Environmental security</td>
<td>Environmental degradation, resource depletion, natural disasters, pollution</td>
</tr>
<tr>
<td>Personal security</td>
<td>Physical violence, crime, terrorism, domestic violence, child labor</td>
</tr>
<tr>
<td>Community security</td>
<td>Inter-ethnic, religious and other identity based tensions</td>
</tr>
<tr>
<td>Political security</td>
<td>Political repression, human rights abuses</td>
</tr>
</tbody>
</table>

Source: United Nations 2009, 6

Comprehensive. The third principle of human security is the comprehensive approach, which states that cooperation is needed among not only those in the local communities, and at the state level but also at the international level as well. Additionally, it recognizes the need for local, state and international levels to not only cooperate but integrate (United Nations 2009).

Context-specific. Human security considers that every situation and nation/state is different. As such, each suffers from varying levels of human insecurity (United Nations), which recognizes that there is not a “one size fits all” approach to
security/insecurity, making each situation, person, community, region and state context-specific (United Nations 2009).

**Prevention-oriented.** The fifth and final principle of human security is prevention-oriented, which is two-fold in that it encompasses both protection and empowerment (United Nations 2009). Human security can only be successful when both protection and an empowerment framework are in place (United Nations 2009). The development of infrastructure, for example, helps protect a state's people from threats (Commission on Human Security 2003). Empowerment enables people to learn and fight back against threats (Commission on Human Security 2003). When people are empowered, they can develop individually, all the while cultivating a positive community. At the heart of empowerment is the requisite for people to be educated (Commission on Human Security 2003).

“People protected can exercise many choices. And people empowered can avoid some risks and demand improvements in the system of protection” (Commission on Human Security 2003, 12). Thus, both protection and empowerment are needed in order for a state to flourish without intense criminal activity such as the trafficking of people (Commission on Human Security 2003). The lack of human security contributes to an environment where human trafficking is likely to occur. Human security theory explains the human aspect of security, relative to national security (Hampson 2013). Girgure (2013), in turn, argues, “… it is clear that human trafficking is a direct threat to human security” (18). Bales (2012) argues that communities who experience extreme poverty are the communities that slavery flourishes.
**Decision-making Internationally and Domestically**

When examining human security and aviation’s role in human trafficking, it is important to examine the decision-making process. The decision-making process examined in this dissertation is two-fold, one is internationally and the other is domestically. The decision-making process is key in how legislation is processed, policies are created, and federal regulations are mandated. Understanding the decision-making process on an international level, but especially on a domestic level, aids in combating human trafficking into and within the United States. More specifically, on an international level, understanding unilateralism, bilateralism and multilateralism. As well as on a domestic level, understanding decision-making in terms of Congress and the White House, and government organizations and non-government organizations. Understanding how the international community and the United States operates, aids in the understanding of how to best work within institutions internationally and domestically to eradicate human trafficking through collaborative efforts (Keohane 1988).

To begin, there are three approaches to examine the international community in terms of foreign policy, which are unilateralism, bilateralism and multilateralism. Brooks and Wohlforth (2005) proposes these approaches on a continuum of foreign policy, which is displayed in Figure 1: Approaches to Foreign Policy
Unilateralism is on one side of the continuum and multilateralism is on the other with bilateralism in the middle (Brooks and Wohlforth 2005). Keohane (1990) argues that there has been a rise in multilateral agreements post-World War II and in terms of world politics, they are key, despite an increase in bilateralism. Brooks and Wohlforth (2005) argue that during this time, the United States would use multilateralism to the greatest extent and if that failed, use unilateralism as a last-ditch effort. Keohane (1990) defines multilateralism “... as the practice of co-coordinating national policies in groups of three or more states, through as hoc arrangement or by means of institutions (731). Adapting from Keohane’s (1990) multilateralism definition, unilateralism involves one state solely coordinating efforts and bilateralism is between two states.

Schuller and Grant (2003) argue that a state is not solely unilateral or multilateral and that in some circumstances taking unilateral measures is acceptable, such as in the case of September 11, 2001. Schuller and Grant (2003) argue that it is because of the status as the hegemon, the United States indirectly ultimately uses unilateral powers. Despite Ikenberry’s (2003) argument of the United States becoming more unilateral again and less multilateral, Ogata and Cels (2003) argue that it is through cooperation and
application of all aspects of states and NGOs on a national, regional and global level that enables human security to become mainstream (Ogata and Cels 2003).

Therefore, “[i]t implies broadening the scope of issues being considered and expanding the range of actors who can participate in decision-making” (Ogata and Cels 2003, 276). This involves shattering barriers between sectors such as security, humanitarian and human rights and forming strategies together in the decision-making process in order to protect and empower all people (Ogata and Cels 2003). Schuller and Grant (2003) argue that it is not through solely multilateral actions, but unilateral as well, and in the future because of the complexities of diplomacy, it will take a combination of the two.

While the international community operates in terms of unilateralism, bilateralism and multilateralism, the United States operates in terms of the White House and Congress and government and non-government organizations. The United States operates using the relationship between the White House and Congress and decisions are made based on views of the current party. Thus, the agenda and priorities of one president are not that of another, regardless if they are in the same party. For example, Hilary Clinton stated that “[t]he Obama administration views the fight against human trafficking, at home and aboard, as an important priority on our foreign policy agenda” (Bales 2009, vii). The same could be said or not said about Presidents Bush, Obama and Trump. Understanding the relationship and how decisions are made between the White House and Congress are important to understanding the progress that has been recently made with the fight against human trafficking in the United States and the services provided to the victims.
To begin, according to Haney (2005), United States presidents have a number of trusted advisors that surround them in order for them to make an informed decision and these advisors are carefully selected. Thus, they are involved in the decision-making process, but Haney (2005) argues that despite being surrounded by advisors there is an increase in presidents acting alone (unilaterally) or as a rational actor.

According to Rosati (1981), scholars have examined the decision-making process on a governmental level since the 1960s (Bendor and Hammon 1992). Therefore, it was through examining the Cuban Missile Crises where Graham Allison created models to portray the United States government decision-making process in his work *Essence of Decision: Explaining the Cuban Missile Crises* (Rosati 1981; Kellerman 1983; Allison 1971; Bendor and Hammond 1992). The models are known as Model I, Model II, and Model III (Kellerman 1983). Model I is The Rational Actor, Model II is Organizational Process and Model III is Government Politics (Allison 1971).

To begin, the Rational Actor Model, Model I, is also known as the Classical Model as it attempts to explain, by examining events, why leaders act or do not act with regard to the international community (Allison 1971). According to Kellerman (1983), Model I “… assumes that national governments make decisions and act, on rational grounds” (351). Next, Model II involves examining the actions governments make in Model I and rather viewing them as actions, viewed then as outputs in terms of normal organization behavior (Allison 1972; Kellerman 1983). Model II recognizes that government organizations act to fulfill their mission and solve their own issues but also recognizes that some issues are not of one organization but multiple organizations share the same issue (Allison 1972; Kellerman 1983). “Thus, government behavior relevant to
any important problem reflects the independent problems reflects the independent output of several organizations, partially coordinated by government leaders” (Allison 1971; 67). The organizations do not solely have control because of the influence the government leaders have on the organization (Allison 1971).

Finally, Model III, the Bureaucratic Politics Model, examines decision-making by studying the executive branch (Rosati 1981). Rosati (1981) asserts that the executive branch has two critical components that determine how it operates. The first component is the extent to which the president and is involved within the executive branch (Rosati 1981). The second is the extent to which the individuals and organizations are involved (Rosati 1981).

Kellerman (1983) argues that the three models do not stand-alone, but complement one another. Each model after Model I is not meant to replace the model that came before but rather compliment (Kellerman 1983). Kellerman (1983) builds on the previous work of Allison by designing three additional models that focus on (a) the role of small groups in the decision-making process, (b) the dominant leader with respect to the president, and (c) the role of the cognitive process in decision-making in the United States. Allison (2012) argues that despite the near nuclear disaster of the Cubin Missile Crises in October 1962 when President Kennedy was informed that missiles owned by the Soviet Union were trying to enter Cuba, much was learned from the experience that applied to foreign and domestic policy. Allison (2012) argues that today these same processes used for the Crises, could be used to combat issues with Iran, North Korea and China. Moreover, one could apply the same processes when examining aviation’s role in
human trafficking and the policymaking process to combat human trafficking by air into and within the United States.

**Theory Application**

Human security theory discusses security of individuals in various security areas, such as: economic, food, health, environmental, personal, community and political security (United Nations 2009). When applying human security theory to human trafficking, if human security is high, the probability of someone being trafficked is lowered because individuals are not as vulnerable in the security areas. Likewise, if human security is low, then the probability is higher of someone being trafficked. The higher the level of human insecurity, whether outside or inside the United States, the higher level of trafficking one would expect into and within the United States. Thus, as the number trafficked into and within the United States increases, the greater chance they are being trafficked by air.

If one were to attack human trafficking at its roots, one would have to go back to human insecurity. By tracing a person who is trafficked through their slavery journey, one would understand the root causes of human trafficking, which is the lack of one or more of the seven areas of human security. If those factors are mitigated, then the chances of someone being trafficked is expected to decrease equally. For example, Louis was from Cameroon but came to the United States in 1985 (Bales 2004, Bales 2007). He graduated from a university in the United States and became a United States citizen (Bales 2004; Bales 2007). Louis is married and resides in a Virginia suburb and by all accounts was working to achieve the *American Dream* of “stability and security” (Bales 2004, 153).
In 1999, in his forties, he attended the annual Thanksgiving Holiday with his family and captured memories by taking photos (Bales 2004, Bales 2007). He noticed that one girl never wanted to be photographed and often would hide (Bales 2004; Bales 2007). Later that night while driving home, Louis mentioned the young girl to his wife (Bales 2004; Bales 2007). Lewis’ wife told him the story of the mysterious girl [Deborah], as she knew it (Bales 2004; Bales 2007). His wife stated that she was a girl who ran away to elope, was hiding from her family and was staying with her cousin (Bales 2004; Bales 2007). Louis did not believe the story as he never remembered seeing the girl at Thanksgiving or in any photos, and her ethnicity did not match that of the family (Bales 2004; Bales 2007).

Louis still questioned the story and a few days later returned to visit his cousin (Bales 2004; Bales 2007). This is where he learned the truth about the girl, Deborah [name changed for protection and also known as Rose] (Bales 2004; Bales 2007). Louis talked with her extensively and learned that Deborah in fact did not elope, was from Cameroon and at the age of 14 was trafficked to the United States under false pretenses (Bales 2004; Bales 2007). Louis learned that “a friend of her aunt” visited her parents after the school year ended, and presented her family with the opportunity (Bales 2004, 154). That opportunity was to help a Cameroonian family in their home in the United States (Bales 2004; Bales 2007). For helping the family, they would provide her the opportunity to attend school in the United States (Bales 2004; Bales 2007). The decision to take the opportunity was discussed and made by both Deborah and her parents (Bales 2004; Bales 2007).
Deborah’s parents did not meet the new family but the new family aided in “her passport, bought her air ticket, and escorted her through customs and immigration when they reached the United States” (Bales 2004, 254). At the time, everything was going as planned but that quickly changed upon arrival at the home in the United States (Bales 2004; Bales 2007). Deborah worked in the type of human trafficking known as Domestic Servitude. For four years Deborah worked from 6:00am to past midnight, was not permitted to use the phone or write anything down (Bales 2004; Bales 2007). It was not until she asked about the long hours and work that she began to be beaten (Bales 2004; Bales 2007). Deborah’s parents never heard directly from Deborah, only from the slaveholders (Bales 2004).

In October, the year she turned 18, Deborah could no longer take the abuse and thus talked to a neighbor. While talking, she was found by the wife of the family that enslaved her (Bales 2004; Bales 2007). At that time, Deborah ran because she believed she had no other choice (Bales 2004; Bales 2007). She escaped to a friend of the family who enslaved her (Bales 2004; Bales 2007). She begged for help but then realized that they were contacting the family that enslaved her (Bales 2004; Bales 2007). She then ran again to a mall and begged for money so that she could make a phone call to a Cameroonian man, Louis’s Cousin, she had met during her enslavement time with the American family (Bales 2004; Bales 2007). She could not reach him but did leave him a voicemail detailing where at the mall she would be for him to pick her up (Bales 2004; Bales 2007).

Deborah [Rose] waited in the cold October night and he ended up picking her up around 11:00pm (Bales 2004). Deborah stayed with Louis’s cousin, which led to Deborah
being at the family Thanksgiving Holiday where Louis discovered her (Bales 2004; Bales 2007). At that time, safety and not knowing when or if the family who enslaved her would come looking for her, Louis took her to live with his family (Bales 2004; Bales 2007).

Deborah never recovered from being enslaved by the American family, as she is still quiet, often withdrawn from others and nervous (Bales 2004; Bales 2007). During the time that followed, Louis asked Deborah about other situations and girls who maybe enslaved (Bales 2004; Bales 2007). Louis, due to Deborah’s knowledge, helped to free two more girls: Linda who was 17 and Sally who was 15 (Bales 2004; Bales 2007). Both of the women had similar stories to Deborah. As Louis took Deborah to live with his family, he took these two young women in as well to live with his family (Bales 2004; Bales 2007). Louis made videos and visited Cameroon to deliver the news to the families (Bales 2004; Bales 2007). Later, he learned on that trip that Sally’s family was told that she had died (Bales 2004; Bales 2007).

During the trip Louis, traced the stories of how these young women could be trafficked by tracing the root cause of how girls were being trafficked and means in which to mitigate it. Louis learned that the recruitment factor that was used to traffic young girls to the United States was a focus on poor families (Bales 2004; Bales 2007). The traffickers would promise to give the girls an education and jobs (Bales 2004; Bales 2007). When the time came for the girls to depart from their families with expectations of leaving Cameroon, they would not immediately depart but rather be placed in a house where they were to be “prepared for their trip to America” (Bales 2004, 156). Through Louis’s investigation he learned that the connection between the Cameroonian traffickers
and the United States was high. In fact, the United States Cameroonian community was highly involved in the trafficking, even those of the community that were highly respected (Bales 2004; Bales 2007).

Deborah’s traffickers have been prosecuted and sentenced for their crimes in both civil court and criminal court with the help of CASA, which is an organization located in Maryland (Bales 2007). The traffickers were sentenced to prison for nine years and Rose [Deborah] was awarded $100,000 in restitution, although she will likely never receive the money (Bales 2007). Rose [Deborah] did not reunite with her family after the incident because her parents died in 2002 (Bales 2007).

When examining the journeys of these three women, the root cause was human insecurity. The woman lacked human security in one or more of the seven human security areas: economic, food, health, environmental, personal, community and political security (United Nations 2009). The traffickers prey on these types of situations. Thus, if individuals are experiencing human insecurity, the probability is higher of being trafficked. The researcher highlights Deborah’s story, as it is one of the only prosecuted cases, which directly states the mode of transportation via air into the United States.

**Contribution to the Literature**

This dissertation contributes to the literature in a number of ways. First, it draws upon the numerous case studies that exist and tries to develop and apply a more systematic narrative to the topic of human trafficking. Second, it offers unique data on aviation as a mode of movement of trafficked persons. Third, it examines the existing data, and various sources, governmental and non-governmental alike, to paint a more holistic picture of human trafficking and combating this hidden crime within the U.S. Last, from
the methodical approach to examining human trafficking by air into and within the United States, recommends actions to appropriate governmental organization, such as the FAA, Department of State and Department of Homeland Security. All of these contributions are a step towards a more precise theorization of the topic of human trafficking.

The precise number of people trafficked, by modality is currently unknown. Some reports show data for truck stops and border crossing but no research or statistical data exist to public knowledge of the number of people trafficked using aircraft. Moreover, how to count a person who has been trafficked by plane, boat and plane has yet to be determined. When a person is trafficked they could be carried by multiple modalities over a great distance or no distance at all, if they are trafficked from their house. Therefore, any one person can be measured in human trafficking terms by representing any single modality or a mix of multiple modalities. For example, a person who is trafficked into the United States via an airplane maybe picked up by an automobile at the airport and moved to another location. This represents movement by air and by land. Thus, even one person being trafficked is alarming by any modality. Consequently, to combat this crime, all airlines, airports, and other aviation personal (such as Transportation Security Administration) should be certified to detect and disrupt this global crime as they are at the intersection of human trafficking.
CHAPTER III - METHODS

“...because the more you dig into this, the more you realize we could actually be the generation that brings this [slavery] to an end. We could make a mark on human history beyond any other generation.”

-Kevin Bales (2016b)

This dissertation focuses on human trafficking at the domestic level within the United States. More specifically, it seeks to measure the extent to which human trafficking occurs via air travel into and within the United States, despite the regulations designed to deter and stop this activity. To date, there is only anecdotal evidence in the form of interviews of human trafficking survivors and a court case that human traffickers are using aviation for trafficking into and within the United States, which is the United States vs. Trakhtenberg case (UNODC NO.: USA 026), (SHERLOC UNODC 2017). Seeking evidence regarding human trafficking via aircraft means leveraging existing sources of data, such as from the Global Slavery Index, to understand the broader picture of human trafficking and then collecting primary data to discern the narrower focus of aviation’s role in human trafficking into and within the United States. To answer the research questions for this project, a mixed-methods approach was deemed to be the most effective method of collecting data to help answer the research questions. In particular, this research utilizes surveys and interviews for primary data collection.

The researcher established a primary Plan A and a secondary Plan B, if needed, for data collection. Plan A was the survey with an expected n-value. If the n-value was not achieved, then Plan B would be launched to compliment the survey data with
interviews with the goal of answering the research questions as completely as possible. At the close of the survey, the researcher determined that the n-value from Plan A was not only met, but exceeded, and Plan B was not necessary. All data for Plan A was collected in December 2016. Once the data were obtained, the researcher analyzed the data to determine if the research questions were answered, in part, or in full, from the data collected. Details of each plan and the methods associated will be discussed in the following sections.

**Plan A: Surveys**

The researcher completed by a thorough literature review to discern what research been conducted on this topic (Hulse 2013a; Leedy and Ormrod 2010). The literature review indicated holes in the research, which helped in formulating the research questions for this dissertation. Post-literature review and research question creation, a determination was made that existing data most likely could not answer the research questions and, therefore, primary original data collection would be necessary to answer the questions.

Primary data collection would be in the form of a survey. As with all methods, there is a long list of items a researcher must address to proceed forward. This holds true with a survey where questions regarding sample size, sampling methods, sampling error, measuring data, beta-testing, data management, data cleaning and plans for data analysis all were examined in detail to create a robust survey to ensure the best data collection process possible. The more solid the method, the higher the quality of the data. From quality data and analysis, the researcher can make the best conclusions possible (Hulsey 2013a; Fink 2003a; Fink 2003b; Fink 2003c).
Survey Design

“Surveys are systems for collecting information from or about people to describe, compare, or explain their knowledge, attitudes, and behavior” (Fink 2003a, 1). Fink (2003a, 1) argues that surveys that yield the best results have six common features:

1. Specific, measures objectives
2. Sound research design
3. Sound choice of population or sample
4. Reliable and valid instruments
5. Appropriate analysis
6. Accurate reporting of results

At the beginning of the research design process, the researcher created the following research questions:

1. How many persons trafficked into [non-citizen 17,500] and within [citizens 41,700] the United States have been by air compared to land and sea since 2000?
2. What actions can be recommended to combat human trafficking by air into and within the United States?
The research questions underwent a series of revisions to ensure they were specific and measureable, followed by approval by the dissertation committee. Fink (2003a) argues that if all parts of the research questions can be agreed upon by two or more people, the research questions are able to be answered. Following agreement of the research questions, the next step was to use Fink (2003a) as a lens through which each step of the research design was examined. Each step is briefly highlighted.

**Sampling Methods.** While there are four different types of survey instruments, the researcher decided to use a self-administered questionnaire rather than interviews, structured recorded interviews and/or structured observations (Fink 2003d). The self-administered questionnaire was selected because it was the method that allowed the researcher to obtain the largest n-value, given that participants had flexibility in completing the instrument and there were no limits associated with cost of mailing instruments because of online survey technology (Brace 2008). Additionally, Brace (2008) argues that participants are more inclined to answer self-administered questionnaires that pertain to sensitive topics, such as human trafficking. Anonymity ensures that the participants are more likely to share more and honest information rather than the participants feeling pressure to answer with expected social norms, as is the case with other data collection techniques (Brace 2008).

Self-administered questionnaires have a number of advantages, but they also have a number of disadvantages. One disadvantage is that participants respond based on how they interpret the question (Brace 2008). Consequently, there is not an opportunity for the participants to ask questions, unlike in a face-to-face interview (Brace 2008). Additionally, some interview techniques allow the interviewer to probe and ask follow-up
questions as the participant responds to a question (Brace 2008), which is not an option for an anonymous self-administered questionnaire.

According to Brace (2008), writing survey questions that relate directly to research questions is indispensable to designing a successful survey. The researcher created a survey instrument which targeted, in part, aviation personnel, governmental organization employees and human trafficking survivors using the web-based platform, SurveyMonkey. These groups were targeted in part because of their potential knowledge in being able to help answer the research questions, thus aligning the respondents with those questions. The instrument queries the respondents regarding familiarity of human trafficking, defining human trafficking, encountering human trafficking situations via air travel, as well as collecting demographics of the respondents.

The researcher successfully defended the dissertation proposal on October 7, 2016, at 10:00am, Central Standard Time. At the conclusion of the dissertation proposal defense, the committee requested that the researcher create a table displaying the expected survey questions, which is displayed in Table 5: Theory and Survey Questions.
Table 5: Theory and Survey Questions

<table>
<thead>
<tr>
<th>Survey Question Number</th>
<th>Question from Survey</th>
<th>Theory Precepts</th>
<th>Type of Data Collected</th>
<th>Potential Analysis of Data</th>
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<td>INFORMED CONSENT</td>
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<td>n/a</td>
<td>n/a</td>
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<tr>
<td>2</td>
<td>Please define human trafficking in your words? Take as much time as you need.</td>
<td>1, 2, 3, 4, 5</td>
<td>Nominal</td>
<td>Content Analysis</td>
</tr>
<tr>
<td>3</td>
<td>How did you FIRST learn of human trafficking? Check one.</td>
<td>1, 5</td>
<td>Ordinal</td>
<td>Inferential Statistical Tests</td>
</tr>
<tr>
<td>4</td>
<td>Are you a survivor/victim?</td>
<td>1, 5</td>
<td>Nominal</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>5</td>
<td>Would you please share your story:</td>
<td>1, 5</td>
<td>Nominal</td>
<td>Content Analysis</td>
</tr>
<tr>
<td>6</td>
<td>In what capacity do you work with survivors/victims, if any? Check all that apply.</td>
<td>1, 5</td>
<td>Nominal</td>
<td>Inferential Statistical Tests</td>
</tr>
<tr>
<td>7</td>
<td>Which part of the aviation industry? Check one.</td>
<td>1, 2</td>
<td>Nominal</td>
<td>Inferential Statistical Tests</td>
</tr>
<tr>
<td>8</td>
<td>How many cases are you aware of any survivors/victims being transported via the following modalities:</td>
<td>1, 5</td>
<td>Numerical</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>9</td>
<td>Have you worked with any aviation industry personnel on human trafficking?</td>
<td>1, 5</td>
<td>Nominal</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>10</td>
<td>What is the most important item needed to eliminate Human Trafficking?</td>
<td>1, 3, 4</td>
<td>Ordinal</td>
<td>Inferential Statistical Tests</td>
</tr>
<tr>
<td>11</td>
<td>What are some areas of Human Trafficking that have been understudied?</td>
<td>1, 4, 5</td>
<td>Ordinal</td>
<td>Content Analysis</td>
</tr>
<tr>
<td>12</td>
<td>In what year were you born?</td>
<td>1, 3, 4</td>
<td>Numerical</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>13</td>
<td>In what country do you currently reside?</td>
<td>1, 3, 4</td>
<td>Nominal</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>14</td>
<td>What is your ethnicity? Check all that apply.</td>
<td>1, 3, 4</td>
<td>Nominal</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>15</td>
<td>What is your sex?</td>
<td>1, 3, 4</td>
<td>Nominal</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>16</td>
<td>What is your current employment industry? Check one.</td>
<td>1, 3, 4</td>
<td>Nominal</td>
<td>Descriptive Statistics</td>
</tr>
</tbody>
</table>
Moreover, the committee requested a table, which connected the theoretical precepts to the research questions and the survey questions. The data type collected and potential analysis was also placed into this table (Table 5). For example, examining research
question number two, the instrument requested the respondents, “Please define human trafficking in your own words. Take as much time as you need.” This survey question directly relates to theory precepts 1, 2, 3, 4, and 5 of human security theory. The precepts are set forth by the Commission on Human Security (2003) and the United Nations (2009) and are as follows:

1. People-centered
2. Multi-sectoral
3. Comprehensive
4. Context-specific
5. Prevention-oriented

All five principles of human security theory were tested in this question due to the open-ended nature of the question, allowing for the respondent to answer fully based upon their background and experiences. The researcher expects to conduct content analysis for this question.

The process of completing Table 5, helped to assure alignment within all aspects of the data collection process. For example, the survey questions, as written, should produce data that will help answer the research questions. A copy of the survey instrument can be found in Appendix A.

Sample Size. The researcher examined various avenues to disseminate the survey to reach the intended audiences. Ultimately, the researcher created the sampling framework outlined in Table 6. In Table 6, there are two fields that were not completed, n-value and percent response, as that information was not known at the time. That information will be added into the table and shared in Chapter 4.
Table 6: Survey Sampling

<table>
<thead>
<tr>
<th>Communication Channel</th>
<th>Census Population</th>
<th>Sample Population</th>
<th>Sample Percentage</th>
<th>n-value</th>
<th>Participation Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Researcher’s FaceBook (FB)</td>
<td>1,790,000,000</td>
<td>950</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Researcher’s Twitter</td>
<td>317,000,000</td>
<td>264</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Researcher’s LinkedIn</td>
<td>467,000,000</td>
<td>527</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Global Modern Slavery Directory (USA)</td>
<td>2,176</td>
<td>388</td>
<td>17.8%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Association of Flight Attendants (AFA)</td>
<td>45,000</td>
<td>45,000</td>
<td>100.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air Line Pilots Association (ALPA)</td>
<td>54,000</td>
<td>TBD</td>
<td>TBD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>American Association of Airport Executives (AAAE)</td>
<td>5,000</td>
<td>1,272</td>
<td>25.4%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Curt Lewis &amp; Associates</td>
<td>6,200</td>
<td>6,200</td>
<td>100.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MTSU Aerospace Department FB</td>
<td>1,349</td>
<td>1,349</td>
<td>100.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advocates for Freedom</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,574,113,725</strong></td>
<td><strong>55,950</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

In addition to posting to social media and social networking sites, FaceBook, Twitter and LinkedIn, the researcher created an e-mail invitation to all aviation industry personnel in the e-mail list of the American Association of Airport Executives (AAAE). This list was generated from those who attended the annual AAAE conference that took place in
Houston, Texas on May 15-18, 2016. The directory from the conference included 1,272 members of the 5,000 AAAE members.

To have global leaders, IGOs, NGOs, governments, agencies and other organizations working together to combat modern slavery, Polaris created and launched in November 2016 The Global Modern Slavery Directory. This directory is available to the public and as of November 17, 2016, there were 2,176 organizations that are registered with the directory representing 174 countries (Polaris 2016). Within the United States, there are 388 organizations, of which 278 had e-mails listed (Polaris 2016). Those 278 e-mails were used to send out an invitation to complete the survey, and a collector on SurveyMonkey was also established. A collector in SurveyMonkey allows one to create lists of people based on certain criteria and to be able to track the data from the lists separately from the rest using email to contact participants.

The researcher did not receive communication from an Aircraft Owners and Pilots Association (AOPA) member that they would be willing to share a type of membership directory. Regarding the Advocates for Freedom (AFF), the organization agreed to e-mail members but first wanted to see the survey instrument prior to disseminating it to its members. The researcher downloaded a copy of the survey instrument in .pdf format and e-mailed it the director but the director never disseminated it to the members.

With all data collected, the researcher census population is 2,574,113,725 and the combined sample size of those populations is 55,950, which includes aviation personal, IGOs, and NGOs. Removing the large social media censuses, the census population to the sample population, X and Y, is quite reasonable. The majority of the census is related to the fact that social media platforms are global in reach and thus, encompass a large
number of the populations in developed and developing nations (Hootsuite 2015). Additionally, it may be inferred that a large number of the persons associated with the aviation industry, government and non-governmental organizations are captured in the large census data collection related to the social media populations.

The potential duplication of receipt of the survey instrument through multiple channels, and thus multiple responses by the same respondent, was considered small. The researcher utilized a convenient sampling technique rather than a random and/or a stratified sample due to the targeted nature of the research questions. The researcher also employed a subset of convenient sampling, known as snowball sampling, which asks respondents to share with others to increase the total exposure of the survey instrument. The expectation is that a larger number of persons associated with the targeted industries may be reached.

**Survey Structure.** In accordance with Plan A, the survey was open for two weeks (14 calendar days), from December 7, 2016 to December 21, 2016, with the expectation that the response rate will diminish over time. This is the evidence according to both the scholarly literature and the experience of the researcher (Fink 2003d). To increase the completion rate for the survey instrument, three different e-mail reminders were sent in the following chronological order: (a) in the social media channels at minimum every other day, (b) three days after the survey was open, and (c) seven days after the survey was open.

During the proposal phase, the researcher anticipated a 100 n-value. As snowball sampling was used, the larger the number of completed surveys, the higher resolution of understanding the topic under consideration, since the sampling was neither random nor
stratified. The survey was also anonymous, which the researcher expected to lead to higher response rate.

With various governmental and non-governmental organizations working toward combating human trafficking, each serves a niche within their specialty. While some government (at all levels) data exist, most data has not been made available to the public and organizations are not sharing data among themselves due to the competitive nature of their work and fund raising as well as issues around privacy. The researcher will seek data from each group individually using contacts developed during the dissertation process.

**Beta-Testing.** The researcher beta-tested the survey over three days in August 2016, yielding a number of changes to the survey instrument, including: the need to use skip-logic in some questions that were not coded correctly, and more specially to professional categories. The original skip logic did not enable all of the correct questions to be answered by all persons who were eligible to answer the questions.

In terms of the categories needing to be more specific, the researcher originally asked the participants, for example, in which industry they, were currently employed, but it did not address the sector. Thus, originally the participants would have selected the response, “airport,” but through the beta-testing phase, the researcher decided that the sector of the airport affected the results. The same could be said of the other industries. Thus, the researcher had participants respond to airport on their industry and then used skip-logic in order to determine which sector of the airport.

**Institutional Review Board Process.** After the survey instrument was developed, the researcher submitted for Institutional Review Board (IRB) approval of both the survey
instrument (Plan A) and the interview instrument (Plan B). The IRB process proved challenging at times. The researcher began the IRB paperwork at the end of July and completed it August 29, 2016. The IRB paperwork was formally submitted September 6, 2016, to the dissertation chair.

Despite the researcher requesting, and being approved to submit the IRB paperwork prior to the dissertation proposal defense, the IRB was not submitted. Due to an obstacle in routing the paperwork, it did not reach the appropriate office until November 10, 2016, but per policy of the doctoral program, paperwork could not be formally submitted until after the proposal defense. At that time, there were several exchanges between the IRB office and the researcher where items needed to be corrected, clarified and resubmitted. The researcher also submitted a spreadsheet detailing a plan on how the data would be analyzed upon conclusion of data collection. Both of these spreadsheets were submitted to the dissertation committee members on November 22, 2016.

The IRB was approved on December 5, 2016, at 1:53pm. The approval letter can be found in Appendix C. At that time, the researcher planned to open the survey on December 7, 2016, at 12:00am (midnight) and conclude data collection on December 21, 2016, at 11:59pm, 14 days as planned. Following approval from the IRB, the researcher posted the survey on social media platforms, such as FaceBook, Twitter, and LinkedIn. Additionally, e-mail invitations with the survey link for AAAE members, human trafficking organizations in the United States, and a link to the survey was included in the daily Flight Safety Briefing sent out via Dr. Curt Lewis.
Plan B: Interviews

Plan B for this dissertation included interviews in case the survey n-value did not reach the goal of 100 or more. A review of the interview literature, from which the methodology was derived, follows. To begin, according to Berg (2007), three types of interview styles exist, which are standardized, semi-standardized and unstandardized. Each interview style has pros and cons (Hulsey 2013b). For example, if a researcher conducted an interview using the standardized style, there is no room for flexibility in asking follow-on questions, as the interviewer can only ask the questions that are preselected (Hulsey 2013b; Berg 2007).

Semi-standardized interviews are structured, so there is some flexibility when interviewing in that the interviewer prepares a list of questions prior to the interview to use as a guide throughout the interview (Hulsey 2013b; Berg 2007). However, during the interview, the interviewer may ask follow-on questions in an effort to motivate the interviewee to answer in greater detail (Hulsey 2013b; Berg 2007). The last type of interview is an unstandardized interview. In this interview type, no structure exists and probing questions can be asked at any time, allowing the interviewer to adapt during the interview (Hulsey 2013b; Berg 2007).

The researcher selected the semi-standardized formats of interview because it offers the most direct comparable data where each participant answers the same questions but allows for follow-up questions, which is an ideal balance between structure and flexibility. The interview instrument was adapted from a previous interview instrument, approved by the IRB in Summer 2015, and used for preliminary human trafficking data.
collection in the United Kingdom (UK). A copy of the interview instrument used for the U.K. research can be found in Appendix D.

In the event that interviews were conducted (Plan B), they would be conducted with people from various government agencies, as well as with survivors of human trafficking identified through the survey from those who volunteer such information. The interview is semi-standardized in format using a convenient and snowball sampling technique. The researcher, who will act as the interviewer, will conduct each interview in-person, via Skype or telephone. The researcher will conduct all interviews solo to ensure consistency of questions being asked and continuity of follow-up questions for the semi-standardized interview. Each interview will be recorded using a digital recorder and transcribed to ensure that information received by the interviewee is captured accurately.

After conducting the interviews, the researcher will outsource the recorded interview to be transcribed, in verbatim academic archival style, to a third-party company using dissertation fellowship funds available to the researcher. After the initial transcriptions are received, the researcher will clean the interview transcripts, which means check for accuracy and grammatical errors. If the error rate is high, the transcripts will be resubmitted to the transcription company hired for cleaning before being resubmitted to the researcher.

The researcher anticipates ten interview participants for Plan B. The participant number was chosen to reflect the number of government, non-governmental agencies and survivors the researcher has made contact with over the last several months. Additionally, survivors will be contacted during the course of the research, but all may not be interviewed for this research project. If additional contacts are made, they will be added
to the list. The researcher will decide on whom to interview based on the researcher’s schedule and the survivor’s schedule, as well as survivors background and schedule. The original 10 who stated they would interview will remain on the list and additional people who opt-in on the survey will be added.

At the end of the survey, the landing page leads the person completing the survey to a final open-ended question. The question states: “THANK YOU for taking this survey to further human trafficking research into and within the United States. If you are willing to be interviewed further on this topic, please provide your contact information below. Please note that the contact information you provide is in NO WAY linked to the survey you just completed.” This question allowed participants to express a desire to opt-in for an interview.

In addition to collecting primary data, the researcher secured data from a variety of sources, including, but not limited to, the Polaris project, the Federal Bureau of Investigation, the United States Air Marshalls, the Federal Aviation Administration, United States National Institute of Justice, United States Department of Transportation, United States Department of Labor, United States Department of State, and the anti-trafficking flight attendant group, Airline Ambassadors International (AAI). Some organizations have information publically available via their websites. The data that each organization owns is unknown. Thus, the researcher made personal contact with representatives of the above-named organizations to collect data they are willing to share, especially as it relates to aviation.

Through contact with the organizations, it appeared that some had information that was not publically available and they were not willing to share the information.
However, these data sets, and primary data collected by the researcher, combine to assist the researcher in gathering the requisite evidence to answer the research questions and assess the validity of the central arguments.

**Explanation of Analytical Approach**

From a decision-making point-of-view, in order to understand what strategies or policies can be adopted to combat human trafficking by air into and within the United States, there must be an acknowledgement and understanding of the extent to which aviation is used to traffic individuals. Therefore, this dissertation is a positive, first step in the direction of collecting and analyzing data in a systematic manner that can lead to more contextualization, future data collection efforts, theory formulation, and policy formation on human trafficking into and within the United States.

Throughout this research project, the researcher had to adapt often. For example, timeframes were shifted for IRB and committee schedules, leading to data collection in December 2016, still within the anticipated semester, but later in the calendar year.

**Data Collection**

The researcher made contacts within the aviation industry and the anti-human trafficking sector by reaching out via e-mail, social media and telephone to various organizations and individuals to gain access to membership directories, build relationships, further the dissemination of the survey to aid in securing a large n sample. In order to create momentum and an associated target audience for the survey, the researcher endeavored from December 7, 2015 to December 21, 2016 making contact with various personnel within both the aviation sector and human trafficking and human rights sectors, and then leveraged these contacts in the data collection effort. For example, in order to gain access
to one of the aviation membership directories, the researcher called the organization and spoke with a woman who was able to help in some ways, such as aiding in finding the directory online via the website, but stated that she might not be able to help in other ways, such as specific rosters, due to her not being over the membership department and thus, lacked access to the membership records.

After several exchanges via phone and the email with her and the director of membership, it was determined that there was an online directory that the researcher could access. However, the directory was not user friendly, as each person on the membership list had to be accessed individually. For instance, over 5,400 plus people are a part of this organization and the researcher would have to click on each membership to gain access to e-mails. Getting these e-mails was critical to be able to import into SurveyMonkey, which allows an e-mail invitation of the survey to be sent automatically. Ultimately, the organization e-mailed the researcher a copy of the membership directory for the most recent annual conference, which occurred in May 2016, which allowed for an easier, but not easy, means of data extraction, as the data from a .pdf document has to be cut and paste into a Microsoft Excel file and then a manipulation of transposing and separating of rows and columns was necessary.

The survey data collection was scheduled to begin on December 7, 2016, at 12:00 am and conclude on December 21, 2016, at 11:59 pm. At that time, the opt-in final landing page survey was also launched. Leading up to the launch of the survey, especially the two weeks before the survey launch, the researcher created anticipation on all social media accounts, FaceBook, Twitter, and LinkedIn by posting current stats, photos, and talking about the opening of the upcoming survey. For example, on December 6, 2016,
the researcher posted the following displayed in Figure: 2 on FaceBook and the following post displayed in Figure 3: on December 5, 2017 on Twitter. Additionally, Figure 4: displays and example of a posting on LinkedIn in anticipation of the survey launch.

Figure: 2. FaceBook survey launch anticipation post.

![FaceBook post](image)

Figure 3: Twitter survey launch anticipation post.

![Twitter post](image)

Through the researcher’ social media accounts, 1, 741 people were reached. There were 950 FaceBook friends, 264 followers on Twitter, and 527 connections on LinkedIn.
Figure 4: LinkedIn Survey launch anticipation post.

Dissertation work... it examines the extent to which human trafficking occurs by air as a mode of transportation compared to land and sea. Additionally, the study examines the actions that can be taken to combat human trafficking into and within the United States by air. The theoretical lens to which this study uses is Human Security Theory.

Figure 5: FaceBook Human Trafficking Post and Figure: 6. LinkedIn Education Post displays two more examples of how the researcher maintained the discussion on the researcher’s personal FaceBook and LinkedIn pages in order to keep people interested in the topic, and generate additional survey responses.
Figure 5: FaceBook Education Post

More businesses who have partnered with Free for Life International! I could not be more proud to call TN home. TN has done a fantastic job (but we all could do more) at taking steps to combat human trafficking.

#endslavery

SLAVERY HAS A FACE

EVERY THIRTY SECONDS A GIRL IS SOLD INTO SLAVERY

YOUR DONATION HELPS FREE VICTIMS OF HUMAN TRAFFICKING
Meanwhile, the researcher e-mailed the AFA as no response from the organization was forthcoming. In the most recent e-mail to them, the researcher reminded them of the previous conversations that stated they would be willing to distribute the survey to their members. The researcher also re-contacted the ALPA, AFA and AFF. At that time, the researcher did not hear back from AFA or AFF but a response was forthcoming from the ALPA. Several ALPA members were working on obtaining a contact list within their jurisdiction and they planned to send it to the researcher upon receipt.

**Social Media Advertisements**

While waiting for IRB approval, the researcher posted to social media two different times requesting insights and aid with FaceBook and Twitter ads. Various people reached out and assisted the researcher work through problems, such as needing to create a FaceBook page in order to promote the survey, and how the billing worked with FaceBook and Twitter. The page that was created to disseminate the survey via FaceBook is titled, “Human Trafficking in USA via Aircraft,” which is shown Figure 7: Dissertation Campaign FaceBook page.
Throughout the duration of the data collection process, the researcher also posted to this page and shared it as well via Facebook, Twitter and LinkedIn.

The researcher allocated $280 of personal funds for the FaceBook and Twitter Ads. These monies were allocated evenly at $140 for FaceBook and $140 for Twitter. At the advice from a social media and marketing consultant, the researcher allocated $10 per day, per social media channel, equaling $20 total per day. The social media and marketing consultant recommended that the researcher utilize FaceBook and Twitter to promote the survey because often times, while they can serve the same user base, often times the two social media platforms are different. Therefore, while the researcher budgeted the amount of $10 per day through the duration of the research project, the researcher did not determine the dollar amount to be expended per day. FaceBook and Twitter promoted the link automatically as each social network organization determined the peak times for maximum return. The campaign ads were set to open December 7,
2016, at 12:00 am and closed on December 22, 2016, at 11:59 pm. These ads were visible during the two-week window of the survey.

The night before the survey link went live on December 6, 2016, the researcher rechecked the FaceBook and Twitter advertisements that were created, which are shown in Figure 8: Example of a FaceBook Ad and Figure 9: Example of a Twitter Ad.

Figure 8: Example of a FaceBook Ad.
Additionally, the researcher’s personal LinkedIn page was examined to ensure that most of the same text matched the other social media platforms used. While the user base could be different, the researcher wanted to ensure continuity and thus, tried to keep all ads and information the same on each social media platform. Some adjustments were made due to the character limits on LinkedIn compared to that of FaceBook. For example, Facebook had more detailed postings than that of Twitter or LinkedIn. Twitter postings were much shorter (Tweets) than LinkedIn, as Twitter only permits 140 characters per Tweet. The advertisements launched at 12:00 am on December 7, 2016, and simultaneous posts were made via FaceBook, Twitter, and LinkedIn announcing the

Figure 9: Example of a Twitter Ad

Amber L. Hulsey
@ALHulsey7

#Research survey to combat
#HumanTrafficking via #Aviation. Please take it to help end MODERN #SLAVERY!
surveymonkey.com/r/HTinUSA

12:00 AM - 7 Dec 2016
launch, which are displayed in Figure 10: FaceBook launch announcement, Figure 11: Twitter launch announcement, and Figure 12: LinkedIn launch announcement.

Figure 10: FaceBook launch announcement.

![FaceBook launch announcement](Image)

Figure 11: Twitter launch announcement.

![Twitter launch announcement](Image)
The researcher also posted to the MTSU Department of Aerospace FaceBook page, which has 1,349 friends. The researcher was able to do so because she was an Underrepresented Minority Dissertation Fellow and Lecturer with the Department of Aerospace at Middle Tennessee State University. At that same time, the researcher emailed her Ph.D. coordinator to have the survey posted to the International Development Doctoral Program listserv, which has approximately 50 members. The survey was highlighted on Curt Lewis’ daily “Flight Safety Briefing” as the survey launched due to the researcher previously arranging this with Dr. Curt Lewis via phone and e-mail, which reaches over 5,000 individuals or organizations.
On December 15, 2016, eight days after the survey was launched, while the researcher was conducting regular checks and examining preliminary data, it was discovered that the interview opt-in survey did not have an active collector, meaning that it was closed and not collecting data. The opt-in collector was used as the landing page for persons who were willing to volunteer for anonymous interview. The researcher contacted the dissertation committee member whose SurveyMonkey account was being used and discussed possibilities on what could have happened. After an extensive conversation, it was determined that there was no way of knowing how the survey was closed after being open during the testing period. At that time, there were zero people who had opted-in for an interview, suggesting that the interview opt-in survey was most likely closed since the launch of the survey. This was confirmed after the opt-in was re-opened and people started to volunteer for the interviews.

While the both the human trafficking survey and the interview opt-in survey were set to close on December 21, 2016, at 11:59 pm, after 14 days of being open, they were held open an additional 37 hours until December 22, 2016, at 1:00 pm. In consultation with a dissertation committee member methods expert, the decision was made to keep it open longer to allow more opt–in opportunities to occur, in case Plan B was necessary.

At one point, during the period when the survey was open, people reached out via social media stating that the link to the survey was not active and that there was an issue of the survey loading. From examining details in SurveyMonkey, it appears that the survey link may have crashed during the final push for survey participants. This, too, led the researcher to keep the survey open an additional 37 hours to allow for a full fourteen
days of data collection with all of the systems online and working to ensure the full
duration was made available to all to participate in the survey.

Near the end of the data collection window, the researcher examined if there was
substantial data to necessitate Plan B. Noting the larger than anticipated n-value,
exceeding the 100 planned, the decision was made that Plan B, interviews, would not be
necessary. At the initially planned survey closing date (December 21, 2016, at 11:59pm)
there were 526 total responses with 295 completed surveys, a 56% completion rate. Upon
closing the survey link at the expended period at 1:00pm on December 22, 2016, the total
response rate was 578 responses of which 320 were complete surveys, yielding a 56%
response rate. The additional 37 hours produced two extra-completed surveys were
included in the 578 total survey responses.

Data Management and Data Cleaning

After closing the survey, the data in SurveyMonkey was downloaded and the full and
complete responses saved to the researcher’s personal computer. The researcher created
a copy of that same file to ensure that the data in the original raw (not cleaned) and
unorganized form was preserved. The survey data was then cleaned. This cleaning
process was completed by first examining each question individually and determining
how to best present the data to show descriptive statistics for each question. Additionally,
the researcher then examined the opened ended questions by coding the responses into
categories. Finally, the researcher began reviewing the data and associated responses,
which are discussed in great detail in Chapter IV.
CHAPTER IV – DATA AND ANALYSIS

“There has been slavery in America from the moment of the country’s birth; and just as it has been America’s greatest burden, the true eradication of slavery could be America’s greatest triumph. Ending slavery in America would also be a victory for all humanity, for slavery has dogged our steps from the beginning of history. Nothing shows this better than the interweaving of slavery into the tapestry of civilization.”

-Kevin Bales and Ron Soodalter (2009, 251)

Exploratory research shows that aviation may play a role in the trafficking of individuals into and within the United States. Therefore, in order to examine the role aviation plays in human trafficking, the researcher conducted a survey, which was distributed by various channels to collect data in an effort to answer the research questions. Thus, chapter four answers the research questions using the results of the survey. There were 578 total responses to the survey.

The format of chapter four begins with the anticipated data analysis section which details the plans laid out during the initial proposal phase. It included how the researcher planned to analyze the data collected. The chapter then moves to the survey description section, which details who answered the survey, when the survey was open and closed, and the breakdown of the survey collected used in SurveyMonkey. Next, the chapter discusses the data to include how each form of social media was used.

The chapter then reports the results of each survey instrument question individually with charts, graphs, or figures, and details not only the results of each question but also how the researcher analyzed each question. Additionally, with each
question the researcher discusses the challenges faced by the researcher, if any. Finally, the chapter answers research question one and states that research question two will be answered in the final chapter of this work. To answer research question one, the researcher states specifically which survey questions provided the data to be able to answer the research question and uses and tables, charts, graphs and figures as visuals for representing these findings.

**Anticipated Data Analysis**

When the researcher began for this project, the plan was to analyze the data collected from the survey instrument and, if applicable, the interviews. The researcher conducted statistical analysis on the quantitative data from the survey instrument. Descriptive statistics were produced first to determine if the data is robust enough for correlative statistical analysis. Since this is exploratory research, determining the precise type of statistical analysis was unknown at the beginning of the research. If interviews were necessary, the researcher was prepared to conduct content analysis of all interviews.

Qualitative and quantitative data can stand-alone or used together for analysis. The researcher anticipates that the use of aircraft as a mode of transportation for human trafficking, specifically within and into the United States, is higher than reported by the various sources. The analysis of the data, both researcher-collected and existing, allows the researcher to make recommendations that may aid in reducing, if not eventually eliminating human trafficking, via aviation within and into the United States. These recommendations will be shared with the United States Federal Aviation Administration, United States Department of Homeland Security and the United States Department of State.
**Survey Description**

The survey was open from December 7, 2016 through December 23, 2016. In total, 578 individuals responded to the survey. The breakdown between the four collectors [Human Trafficking Organizations, AAAE1, AAAE2, and Social Media] is displayed in Table 7: Data Collector Breakdown.

<table>
<thead>
<tr>
<th>Survey Collector</th>
<th>Number of Responses</th>
<th>Percent of Total Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Human Trafficking Organizations</td>
<td>57</td>
<td>9.86%</td>
</tr>
<tr>
<td>AAAE1</td>
<td>36</td>
<td>6.23%</td>
</tr>
<tr>
<td>AAAE2</td>
<td>8</td>
<td>1.38%</td>
</tr>
<tr>
<td>Social Media</td>
<td>477</td>
<td>82.53%</td>
</tr>
<tr>
<td><strong>Total Survey Responses:</strong></td>
<td><strong>578</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

In order to know which platform(s), each participant used, the researcher used data collectors in SurveyMonkey. Out of the 578 responses, 57 or 9.86% were from the Human Trafficking Organization Data Collector, 36 or 6.23% were from the AAAE1 Data Collector and 8 or 1.38% were from the AAAE2 Data Collector. Combining AAAE Data Collectors 1 and 2 indicates that AAAE responses represents 7.61% of total participants (Figure 13).
The remaining responses were coded as “social media,” which meant responses were received from FaceBook, Twitter, LinkedIn, MTSU Aerospace Department FaceBook, and Curt Lewis and Associates. Thus, 82.53% or 477 participants completed the survey from one of the social media platforms. After examining the data, the researcher divided the data into two segments: Data Collection Segment One and Data Collection Segment Two.

Data Collection Segment One, Segment One of the survey consists of December 7, 2016, through December 13, 2016, a total of seven days. In the first 24 hours of being open, there were 192 participants. Of the 192 participants, 100 completed the survey in full. The researcher examined why 100 of the 192 surveys were complete and about halfway
through the demographics questions participants exited the survey, leaving 92 surveys incomplete. There were 359-survey responses by December 14, 2016.

**Data Collection Segment Two.** Segment Two was December 15, 2016, through December 23, 2016. By December 21, 2016, there were a total of 524 survey responses, which means there were 219 responses during this time-period. Due to unknown system glitches, one additional survey was taken after the survey closed, which is included in the 219 survey responses. When the researcher closed the survey, there were a total of 578 responses. Of the 578 total responses, 320 completed each question. The researcher chose to keep all 578 responses, even if a question was skipped, because participants did respond to part of the instrument. Of the 578 total participants, seven participants were disqualified due to being under 18 years of age or choosing not to consent to participate.

**Opt-in Interview:** The opt-in interview survey received 12 responses at the close of the opt-in survey on December 22, 2016. The researcher discovered that the opt-in survey had closed and thus, re-opened it on the December 15, 2016. Therefore, all the responses to the opt-in occurred during the second half of data collection. The first response to the opt-in question was complete on December 16, 2016 and the last question was completed on December 22, 2016.

**Data Description**

In this section, the researcher discusses the breakdown of data collectors, explains survey sampling, and then examines each question in the survey instrument. The data from each question is presented in charts, tables, figures or graphs. The survey instrument can be seen in Appendix A. The researcher first collected examined the data in aggregate to
determine the full sampling spectrum of the survey. These data can be seen in Table 8:

Survey Sampling with Analysis.

Table 8: Survey Sampling with Analysis

<table>
<thead>
<tr>
<th>Communication Channel</th>
<th>Census Population</th>
<th>Sample Population</th>
<th>Sample Percentage</th>
<th>Total n-value</th>
<th>Participation Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Social Media:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Researcher’s FaceBook (FB)</td>
<td>1,790,000,000</td>
<td>950</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Researcher’s Twitter</td>
<td>317,000,000</td>
<td>264</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Researcher’s LinkedIn</td>
<td>467,000,000</td>
<td>527</td>
<td>0.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MTSU Aerospace Department FB</td>
<td>1,349</td>
<td>1,349</td>
<td>100.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Curt Lewis &amp; Associates</td>
<td>6,200</td>
<td>6,200</td>
<td>100.0%</td>
<td>477</td>
<td>5.68%</td>
</tr>
<tr>
<td>Global Modern Slavery Directory (USA)</td>
<td>2,176</td>
<td>388</td>
<td>17.8%</td>
<td>57</td>
<td>14.69%</td>
</tr>
<tr>
<td>American Association of Airport Executives (AAAE)</td>
<td>5,000</td>
<td>1,272</td>
<td>25.4%</td>
<td>44</td>
<td>3.46%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,574,014,725</td>
<td>10,065</td>
<td>0.00%</td>
<td>578</td>
<td>5.74%</td>
</tr>
</tbody>
</table>

The researcher merged all the social media channels together in one row and deleted from the original table the organization for The Association of Flight Attendants (AFA), Air
Line Pilots Association (AOPA), and Advocates for Freedom (AFF), from which data was not collected.

Survey Breakdown by Question. In this section, each of the instrument questions are presented followed by descriptive statistics for each question. Also, each question is represented by a figure, chart or graph for ease of viewing. Then analysis and discussion of the data follows. The data analysis includes all responses, even if a question was skipped, thus some questions will have a response value of 415 while others 320. There were 320 participants who completed the entire survey.

**Question #1: Informed Consent**

The first item on the survey was the informed consent for this study. The participants had two options to select, which were, “I AM 18 years of age AND I CONSENT” or “I am NOT 18 years of age or I DO NOT wish to participate.” The responses can be viewed in Figure 14: Survey Informed Consent.
The responses to, “I AM 18 years of age AND I CONSENT,” were 578 persons or 98.8% whereas those who selected, “I am NOT 18 years of age or I DO NOT wish to participate,” numbered six which was 1.2% of all responses. Of the six who declined, five were from the AAAE1 SurveyMonkey data collector and one was from the data collection that encompasses all social media.

**Question #2: Please define human trafficking in your words. Take as much time as you need.**

After participants indicated that they were 18 or older and consented to participate, Question #2 asked participants to use their own words to define human trafficking. The total number of responses of to this question was 578. Of these 578 total responses, 426 participants answered the question with a response, whereas 152 skipped the question or gave no response. Most likely, the majority of the 152 exited the survey after reading the question since the same number of people also skipped Questions #3 and #4.
In defining “human trafficking,” there were commonly used words by many of the participants. The seven most commonly used words used among all survey participants were 1) forced, 2) sex, 3) selling, 4) illegal, 5) transporting, 6) human trafficking, and 6) human beings. These data are represented in Figure 15: All Survey Participants Common Words Defining Human Trafficking. Of the 426 participants who answered this question, 25.35%, or 108 participants, used the word “force” when defining human trafficking. One-hundred and two participants, or 23.94%, included the term “sex” in their response.

Figure 15: All Survey Participants Common Words Defining Human Trafficking.
The third most commonly used word among all survey participants when defining human trafficking was “selling.” Selling was used by 73 participants or 17.14%. Another 69 respondents used the term “illegal” when defining human trafficking. These 69 represent 16.20% of the participants. The term “transporting” was offered 59 times, or 13.85% of participants. The term “human trafficking” was used by 54 participants, which represents 12.68% of survey participants. The seventh most commonly used word among all participants who answered the question was the phrase, “human beings,” which represents 52 responses or 12.21% of survey participants.

**Question #3: How did you FIRST learn of human trafficking? Check one.**

Question #3 asked participants to identify how they first learned of human trafficking. Question #3 had 426 responses with 152 participants skipping the question. Of the available choices, the majority selected television, 175 persons or 41.1%. Responses are displayed in Figure 16: First Learning of HT. The second highest response was “Other.” Examples of the “other” response are: work, training and military. Please indicate,” with 94 responses or 22.1%. The third highest response was “word of mouth,” at 64 or 15% of participants. “School” was the fourth most common response with 47 responses or 11% of participants. The final most common choice was “conference” at 18 or 4.2% of the total responses.
Seventeen participants selected “website” as the reason they first learned of human trafficking, representing 4% of responses. “Facebook,” as a response, represents 1.2% of participants or five responses. “Brochure,” was chosen by three participants or 0.7% of responses. Finally, the one person selected both “travel” and “Instagram” representing 0.2% each. No participants selected the options of hotel material, Twitter, Pinterest, or email.
The researcher used Atlas.Ti and then Excel to code the “other” category for question three, [How did you FIRST learn of human trafficking? Check one]. The most commonly used words were: “the,” “a” and “in.” However, the researcher omitted those non-descriptive words focused on the proceeding in which participants indicated they first learned of human trafficking was through “work,” “training” and “military.” Of the 94 responses or 22.1% participants who selected the “other” choice, 3.13% of people or 12 responses indicated that they first learned of human trafficking through work. Ten participants, or 2.61%, indicated that they first learned of human trafficking by training and 2.09% or participants or eight participant’s responses first learned of human trafficking via the military.

**Question #4: Are you a survivor/victim?**

The participants had three options to select regarding survey Question 4, “Are you a survivor/victim,” which were the following: “Yes,” “No” or “Prefer not to answer.” The response rate was 426. One-hundred fifty-six participants skipped Question 4. According to Figure 17: Percentage of survivor/victim, of the 426 who answered the survey question, 5 participants answered “yes,” which represents 1.2% of the total responses, while 97.7% or 416 participants answered “no” to being a human trafficking victim and 1.2% or 5 participants “preferred not to answer” if they were a survivor/victim of human trafficking.
Figure 17: Percentage of survivor/victim.

Question #5: Would you please share your story:

Depending on how survey participants answered Question #4, [Would you please share your story?] they were either directed to Question #5 or Question #6. If the respondent answered “yes,” then they were directed, using skip logic, to Question #5, but if the participant answered “no” or “prefer not to answer,” then they were directed to Question #6. Five of the participants answered survey Question #4 but only three answered survey Question 5, which was an open-ended question. The responses from the three participants are in Table 9: Participant Story Shared below.
Table 9: Participant Story Shared.

<table>
<thead>
<tr>
<th>Participant</th>
<th>Survey Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I was courted/romanced by a man who unknown to me was actually a pimp/trafficker.</td>
</tr>
<tr>
<td>2</td>
<td>trafficked at 16 yo in Hollywood</td>
</tr>
<tr>
<td>3</td>
<td>I am Black of mixed ancestry</td>
</tr>
</tbody>
</table>

**Question #6: In what capacity do you work with survivors/victims, if any? Check all that apply.**

There was a total response rate of 415 for Question #6, “In what capacity do you work with survivors/victims, if any? Check all that apply.” Participants were able to check all responses that applied to them, as people may work with survivors/victims in various capacities. Figure 18: Working with survivors/victims, displays participants or 16.9% of responses indicated that they work with survivors/victims in a non-profit organization, whereas the second highest participant level was aviation at 39 participants or 9.4% of responses. Thirty participants, representing 7.2% of responses, indicated they work with survivors/victims in a governmental organization capacity. Twenty-one survey participants, or 5.1% of responses, indicated that they work with survivors/victims in terms of research, whereas 19 survey participants or 4.6% of respondents indicated that they work with survivors or victims in a social work setting.
In the last two options the survey instrument participants could “prefer not to answer” and/or “other (please specify).” These two options comprise 288 survey participants or 69.4% of responses. Ninety-nine participants or 23.9% of respondents selected the “prefer not to answer” option and 45.5% of responses or 189 survey participants selected the “other (please specify)” option. Thus, 189 participants left a comment in the open-ended comment box. These comments were coded based on the emerged themes to the following categories: none [none or n/a] ministry, donation and public service. Table 10: Q6 open-ended coding displays this coding.
Figure 10: Q6 Open-ended coding

<table>
<thead>
<tr>
<th>Categories</th>
<th>Coding</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>1</td>
<td>148</td>
</tr>
<tr>
<td>Ministry</td>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td>Donations</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Public Service</td>
<td>4</td>
<td>30</td>
</tr>
<tr>
<td>Total</td>
<td>n/a</td>
<td>189</td>
</tr>
</tbody>
</table>

Figure 10 also displays the frequency of responses. The “none” category created by the researcher had 148 participants enter, “none,” in the other category. The “ministry” category created by the researcher had 8 participants. Responses included “prayers,” “church,” and “ministry/advocacy/prayer.” The “donations” category had 3 participants enter items such as, “I donate money,” in the “other” category. The “public service” category had 30 participants enter items that included: “on the board of an NGO,” “college professor” and “case manager/advocate.”

**Question #7: Which part of the aviation industry? Check one.**

Of the 25 questions on the survey instrument, Question #7, [Which part of the aviation industry? Check one] was a question that used skip logic in SurveyMonkey. If the participants indicated that they worked with victims/survivors in the aviation industry they were directed to Question #7 before proceeding to question 8. If they indicate they worked in another industry not in aviation, they were directed to directly question 8. There were 540 participants who skipped Question #7 and 38 participants who answered it. There were three options in which the participants could have selected as a subindustry under aviation: airport, airline and academic. The results are displayed in Figure 19: Aviation industry breakdown.
Of the 38 people who answered Question #7, 50% or 19 participants, indicated that they work with victims/survivors in an airline capacity. There were 17 survey participants that selected they work with victims/survivors in the airport sector, which represents 44.8% of responses and 5.3% or two people who selected the academic industry as a means to working with victims/survivors.
**Question #8: How many cases are you aware of any survivors/victims being transported via the follow modalities:**

Question #8 asked participants to specify the number of human trafficking cases in which they believed survivors/victims were being transported by air, land and sea. Eighteen indicated that they knew of a case via air only, which is 3.11% of responses, as illustrated in Table 11: Human Trafficking by Transportation Modality. Twenty-nine participants indicated that they knew of a case via land only, which is 5.02% of responses and 17 respondents indicated they knew of a case via sea only, which is 2.94% of responses.

<table>
<thead>
<tr>
<th>Combinations</th>
<th>Responses</th>
<th>n-value all</th>
<th>n-value air</th>
<th>n-value land</th>
<th>n-value sea</th>
<th>n-value air answered</th>
<th>n-value land answered</th>
<th>n-value sea answered</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Total</td>
<td>18</td>
<td>3.11%</td>
<td>5.83%</td>
<td>5.61%</td>
<td>6.00%</td>
<td>21.69%</td>
<td>11.69%</td>
<td>22.50%</td>
</tr>
<tr>
<td>Land Total</td>
<td>29</td>
<td>5.02%</td>
<td>9.39%</td>
<td>9.03%</td>
<td>9.67%</td>
<td>34.94%</td>
<td>18.83%</td>
<td>36.25%</td>
</tr>
<tr>
<td>Sea Total</td>
<td>17</td>
<td>2.94%</td>
<td>5.50%</td>
<td>5.30%</td>
<td>5.67%</td>
<td>20.48%</td>
<td>11.04%</td>
<td>21.25%</td>
</tr>
<tr>
<td>Land + Air Only</td>
<td>15</td>
<td>2.60%</td>
<td>4.85%</td>
<td>4.67%</td>
<td>5.00%</td>
<td>18.07%</td>
<td>9.74%</td>
<td>18.75%</td>
</tr>
<tr>
<td>Sea + Air Only</td>
<td>13</td>
<td>2.25%</td>
<td>4.21%</td>
<td>4.05%</td>
<td>4.33%</td>
<td>15.66%</td>
<td>8.44%</td>
<td>16.25%</td>
</tr>
<tr>
<td>Land + Sea Only</td>
<td>18</td>
<td>3.11%</td>
<td>5.83%</td>
<td>5.61%</td>
<td>6.00%</td>
<td>21.69%</td>
<td>11.69%</td>
<td>22.50%</td>
</tr>
<tr>
<td>Land + Sea + Air</td>
<td>13</td>
<td>2.25%</td>
<td>4.21%</td>
<td>4.05%</td>
<td>4.33%</td>
<td>15.66%</td>
<td>8.44%</td>
<td>16.25%</td>
</tr>
</tbody>
</table>
Fifteen respondents indicated that they knew of cases via land and air only, which is 2.60% of responses 18 or 3.11% of responses indicated they know of cases via land and sea and 13 or 2.25% of responses indicated they knew of cases via air, land and sea. Since Question #8 required a response, the participants entered 0 (zero) when they did not know of a case via air, land or sea. Thus, the researcher removed the zero and reported the new data. Eighty-three participants indicated they knew of at least one case of human trafficking via air, 154 by land and 80 by sea. The total number of human trafficking cases indicated in Question #8 was 14,194 with 3,693 cases identified via air, 6,780 via land and 3,721 via sea.

*Question #9: Have you worked with any aviation industry personnel on human trafficking?*

Next, Question #9 on the survey asked participants if they have worked with any aviation personnel on human trafficking. There were 329 responses to Question #9 and 249 respondents skipped the question. There were two answer choices for participants to select, which were: “No” or “Yes. To what extent.” Of the 329 people who answered the question, 299 of the participants indicated that they had not worked with any aviation personnel on human trafficking, which is displayed in Figure 20: Worked with Aviation Personnel to Combat Human Trafficking.
By contrast, 30 people or 9.1% indicated that they had helped aviation personnel with human trafficking. If the participants indicated that they had worked with aviation personnel on human trafficking a blank text box next to the answer choice. This enabled the participant to explain how they helped.

The researcher who read through the comments and established themes throughout the comments categorized the 30 comments from the open-ended part of the Question #9. The five categories were training, awareness, victim transportation, law enforcement, and other. The categories along with the percentages are displayed in Figure 21: Extent of Working with Aviation Personnel on Human Trafficking.
Figure 21: Extent of Working with Aviation Personnel on Human Trafficking.

Of the 30 comments, 11 or 36%, were related to training. Examples of comments in the training category are: “Training” and “Training for airport duties.” Twenty-seven percent of the comments were related to awareness, accounting for eight of the 30 comments. Examples of awareness comments are: “Education and awareness” and “Formal awareness program at West [C]oast airports designed to bring awareness to employees to be on the lookout for potential human trafficking through airports.” The next category was victim transportation, which accounted for 17% of the comments or five of the 30. Examples of comments that are in the victim transportation category are: “As a pilot working for the government/military” and “Arrange to have them transported home after they have been recovered.”
**Question #10: What is the most important item needed to eliminate Human Trafficking?**

Question #10 of the survey asked participants to select the most important item needed to eliminate human trafficking from seven choices:

- education and awareness
- domestic multi-government collaboration
- international multi-governmental collaboration
- non-governmental organization take the lead
- grants/research/money
- strict sentencing when prosecuted
- harmonious consequences among all nations

Three-hundred-twenty-nine participants answered Question #10 and 249 people skipped that question. Figure 22: Human Trafficking Elimination displays the answer choices selected by the 329 participants who answered the question.

The choice that received the highest response was “education and awareness” at 41% or 135 participants. The next highest response selected was “international multi-governmental collaboration,” with 105 participants selecting the answer choice or 31.9% of participants.
“Strict sentencing when prosecuted” was third with 29 participants or 8.8%. The next was “domestic multi-governmental collaboration” representing 7% of participants or 23 responses. Sixteen, or 4.9% of participants, thought that “harmonious consequences among all nations” was the most important item need to eliminate human trafficking. Moreover, 11 participants or 3.3% selected the “non-governmental organization take the lead” answer. The final choice selected was “grants/research/money” reflecting 10 participants or 3%.

**Question #11: What are some areas of Human Trafficking that have been understudied?**

The next Question, #11, on the survey instrument was an open-ended question that asked participants to name some areas of human trafficking that have been understudied. People who answered the question numbered 329 with 249 skipping the question. The researcher examined the most common words in Question 11 (Figure 23: Key Words Describing
Human Trafficking being Understudied) before coding the question by themes. The word that occurred the most when replying to the query on understudies’ areas was “trafficking.” The term trafficking occurred 76 times, or 23.10% of responses.

Figure 23: Key Words Describing Human Trafficking being Understudied.

The second most commonly used word was “victims,” which was mentioned 37 times or 11.25% of respondents. The third most used word was “children.” The term was used 11 times, representing 3.34% of responses. Due to the open-ended question format, the researcher coded the 329 responses into five categories based on all the responses and determining the most frequent themes.
The five categories in no particular order themes were:

1. Victim Support/transparency/ Legal Justice
2. Root Causes of HT/Demand/Culture
3. Education/Awareness/Prevention
4. Transportation/Methods of HT/Location
5. Not sure/unaware/I don’t know

Table 12: Aviation verses non-aviation Understudied Human Trafficking Area, displays the five categories and compares aviation to non-aviation participants. The top response among aviation participants was “not sure/unaware/I don't know,” with 29 responses, which represents 40.27% of aviation participants. By contrast, the top response among non-aviation respondents was the theme “root causes of human trafficking/demand/culture” at 73 responses or 28.40% of non-aviation participants.

Table 12: Aviation verses non-aviation Understudied Human Trafficking Area

<table>
<thead>
<tr>
<th>Categories</th>
<th>Aviation</th>
<th>Non-Aviation</th>
<th>Row Sum</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Victim Support/transparency/ Legal Justice</td>
<td>8</td>
<td>48</td>
<td>56</td>
<td>17.02%</td>
</tr>
<tr>
<td>Root Causes of HT/Demand/Culture</td>
<td>12</td>
<td>73</td>
<td>85</td>
<td>25.84%</td>
</tr>
<tr>
<td>Education/Awareness/Prevention</td>
<td>11</td>
<td>30</td>
<td>41</td>
<td>12.46%</td>
</tr>
<tr>
<td>Transportation/Methods of HT/Location</td>
<td>12</td>
<td>43</td>
<td>55</td>
<td>16.72%</td>
</tr>
<tr>
<td>Not sure/unaware/I don’t know</td>
<td>29</td>
<td>63</td>
<td>92</td>
<td>27.96%</td>
</tr>
<tr>
<td>Total:</td>
<td>72</td>
<td>257</td>
<td>329</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

The second theme that appeared most often among aviation respondents was “root causes of human trafficking/demand/culture” and “transportation/methods of human
trafficking/location.” Both themes received 12 responses for each category, which represents 33.33% of aviation respondents when both categories are combined. The education/awareness/prevention category had 11 responses, which represents 15.77% of aviation responses. The theme that received the least number of responses was the victim support/transparency/legal justice with 8 responses (11.11%).

Among non-aviation participants, the “not sure/unaware/I don't know” theme received 63 responses or 24.51% of participants. The victim support/transparency/legal justice category received 18.67% of non-aviation participants or 48 responses. The transportation/methods of human trafficking/location theme received 43 responses or represents 16.73% of non-aviation participants. The category that received the fewest responses in terms of areas of human trafficking that have been understudied among non-aviation participants was “education/awareness/prevention,” which received 30 responses or represents 11.67% of non-aviation participants. Table 13: Non-aviation Understudied Human Trafficking Areas Compared to Aviation, which represents non-aviation participants broken down by industry compared to the aviation industry.
Table 13: Non-aviation Understudied Human Trafficking Areas Compared to Aviation.

<table>
<thead>
<tr>
<th>Categories</th>
<th>Aviation</th>
<th>Social Work</th>
<th>Non-profit</th>
<th>Researcher</th>
<th>Gov. Org.</th>
<th>Prefer not to answer</th>
<th>Row Sum</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Victim Support/ transparency/ Legal Justice</td>
<td>8</td>
<td>4</td>
<td>16</td>
<td>2</td>
<td>10</td>
<td>16</td>
<td>56</td>
<td>17.02%</td>
</tr>
<tr>
<td>Root Causes of HT/Demand/Culture</td>
<td>12</td>
<td>5</td>
<td>20</td>
<td>5</td>
<td>16</td>
<td>27</td>
<td>85</td>
<td>25.84%</td>
</tr>
<tr>
<td>Education/Awareness/ Prevention</td>
<td>11</td>
<td>2</td>
<td>3</td>
<td>0</td>
<td>6</td>
<td>19</td>
<td>41</td>
<td>12.46%</td>
</tr>
<tr>
<td>Transportation/Methods of HT/Location</td>
<td>12</td>
<td>2</td>
<td>7</td>
<td>3</td>
<td>5</td>
<td>26</td>
<td>55</td>
<td>16.72%</td>
</tr>
<tr>
<td>Not sure/unaware/ I don't know</td>
<td>29</td>
<td>6</td>
<td>5</td>
<td>2</td>
<td>17</td>
<td>33</td>
<td>92</td>
<td>27.96%</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>72</strong></td>
<td><strong>19</strong></td>
<td><strong>51</strong></td>
<td><strong>12</strong></td>
<td><strong>54</strong></td>
<td><strong>121</strong></td>
<td><strong>329</strong></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>

**Question #12: In what year were you born?**

The next question on the survey asked participants to select the year they were born from a drop-down menu. Table 14: Birth year breakdown, displays the number of participants who selected a particular year. The participants were able to select the year they were born between the years 1916 and 1998. The top three years selected were 1996, 1989 and 1996. Eighteen participants selected 1998, which made them 18 years old at the time of the survey. Seventeen selected 1989, which made them 27 at the time of the survey. Sixteen participants selected 1996, which made the 20 at the time of the survey.
Table 14: Birth Year breakdown.

<table>
<thead>
<tr>
<th>Year</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>1921</td>
<td>1</td>
</tr>
<tr>
<td>1935</td>
<td>2</td>
</tr>
<tr>
<td>1939</td>
<td>1</td>
</tr>
<tr>
<td>1942</td>
<td>1</td>
</tr>
<tr>
<td>1945</td>
<td>3</td>
</tr>
<tr>
<td>1946</td>
<td>1</td>
</tr>
<tr>
<td>1947</td>
<td>1</td>
</tr>
<tr>
<td>1948</td>
<td>1</td>
</tr>
<tr>
<td>1949</td>
<td>1</td>
</tr>
<tr>
<td>1951</td>
<td>1</td>
</tr>
<tr>
<td>1952</td>
<td>1</td>
</tr>
<tr>
<td>1953</td>
<td>8</td>
</tr>
<tr>
<td>1955</td>
<td>6</td>
</tr>
<tr>
<td>1956</td>
<td>5</td>
</tr>
<tr>
<td>1957</td>
<td>2</td>
</tr>
<tr>
<td>1958</td>
<td>3</td>
</tr>
<tr>
<td>1959</td>
<td>2</td>
</tr>
<tr>
<td>1960</td>
<td>6</td>
</tr>
<tr>
<td>1961</td>
<td>4</td>
</tr>
<tr>
<td>1962</td>
<td>4</td>
</tr>
<tr>
<td>1963</td>
<td>9</td>
</tr>
<tr>
<td>1964</td>
<td>6</td>
</tr>
<tr>
<td>1965</td>
<td>5</td>
</tr>
<tr>
<td>1966</td>
<td>4</td>
</tr>
<tr>
<td>1967</td>
<td>2</td>
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<td>1968</td>
<td>8</td>
</tr>
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<td>1969</td>
<td>8</td>
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<td>1970</td>
<td>9</td>
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<td>1971</td>
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<td>1984</td>
<td>9</td>
</tr>
<tr>
<td>Year</td>
<td>Count</td>
</tr>
<tr>
<td>------</td>
<td>-------</td>
</tr>
<tr>
<td>1985</td>
<td>2</td>
</tr>
<tr>
<td>1986</td>
<td>11</td>
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<td>1987</td>
<td>8</td>
</tr>
<tr>
<td>1988</td>
<td>13</td>
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<tr>
<td>1989</td>
<td>17</td>
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<td>1990</td>
<td>12</td>
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<td>7</td>
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<td>1994</td>
<td>15</td>
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<td>1995</td>
<td>16</td>
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<tr>
<td>1996</td>
<td>18</td>
</tr>
<tr>
<td>1997</td>
<td>10</td>
</tr>
<tr>
<td>1998</td>
<td>11</td>
</tr>
</tbody>
</table>

While 15.5% of participants were 18, 20 and 27, 32% of participants who took the survey were born in the 1990s. Thus, 32%, or 106, of the participants were between the ages of 18 and 26 years old, which is displayed in Figure 24: Year Range Born.
Of the 329 participants that answered Question #12, 77 or 23% indicated that they were born in the 1980s. Fifty participants or 15% of respondents indicated that they were born in the 1970s. Fifty-six participants or 17% of respondents indicated that they were born in the 1960s. Twenty-eight participants or 9% of respondents indicated that they were born in the 1950s. Eight participants or 3% of respondents indicated that they were born in the 1940s. Three participants or 1% of respondents indicated that they were born in the 1930s and one survey participant indicated that they were born in the 1920s. The participant selected the year 1921, which made the participants 95 years old and the oldest participant at the time survey, was completed. This means that of those who participated
in this study, the participants who were more aware of human trafficking were young participants.

**Question #13: In what country do you currently reside?**

The next question on the survey asked the participants which country they currently reside in. The participants had two options. Those two options were: prefer not to answer and country of residence. In the later, there was a blank space for the participants to type in which country they currently reside in. Of the 578 participants, 329 answered the question and 249 skipped the question. As shown in Figure 25: Country Participant Resides, the 329 participants who responded to the question, 18 participants or 5.5% indicated that they preferred not to answer. However, the majority of respondents typed in the country in which they currently reside. This represented 311 or 94.5% of the responses.

Figure 25: Country Participant Resides.
Of the 311 survey participants who indicated by typing in a response to which country they resided in, 301 participants indicated that they were from the United States and 3 were from Germany, which is shown in Table 15: Breakdown of Participant County of Resident.

Participants typed in various ways in which to represent the United States. For example, the following were all coded United States: United States, US, U.S., USA, U.S.A., United States of America, America. One item to note is that there were four participants that typed in “Robertson,” “Rutherford,” “Jackson” and “Illinois.” The researcher coded these as the United States as well due to three of the responses being Tennessee counties and one of the responses being a state within the United States.

Table 15: Breakdown of Participant County of Resident.

<table>
<thead>
<tr>
<th>Country of Residence</th>
<th>Number of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>United States</td>
<td>301</td>
</tr>
<tr>
<td>Germany</td>
<td>3</td>
</tr>
<tr>
<td>Afghanistan</td>
<td>1</td>
</tr>
<tr>
<td>Canada</td>
<td>1</td>
</tr>
<tr>
<td>Malaysia</td>
<td>1</td>
</tr>
<tr>
<td>Spain</td>
<td>1</td>
</tr>
<tr>
<td>TCS</td>
<td>1</td>
</tr>
<tr>
<td>United Arab Emirates</td>
<td>1</td>
</tr>
<tr>
<td>USMMI</td>
<td>1</td>
</tr>
<tr>
<td>COUNTRY TOTAL</td>
<td>311</td>
</tr>
</tbody>
</table>
The following countries had at least one participant: Afghanistan, Canada, Malaysia, Spain, TCS, United Arab Emirates, and USMMI.

**Question #14: What is your ethnicity? Check all that apply.**

The next question on the survey was question 14, which asked the participant to indicate their ethnicity. There were 333 responses to question 14 and 245 participants skipped the question. The majority of participants selected the choice, “White/Caucasian,” which was 271 responses or 82.4% of participants, which is represented in Figure 26: Ethnicity. Twenty participants or 6.1% indicated that they were black/African/Caribbean/Black British.
Two of the answer choices for Question #14 have the same number of participants select the answer, which are Mixed/Multiple Ethnic Group and Other Ethnic Group. Both of these answer choices represent 4.3% of the total responses for Question #14 or 14 of the responses. Eleven participants or 3.3% of responses preferred not to answer and 0.9% of participants or three responses selected Asian/Asian British.
The researcher then subdivided the “Other Ethic Group” answer choice and revised the ethnicity data on of the survey participants, which is displayed in Figure 27: Ethnicity of Participants. There were 14 participants, which is 4.3% of survey participants. When further examining their responses, five participants fit into the answer choices set by the researchers.

Figure 27: Ethnicity of Participants.
Seven participants indicated that they were Hispanic, which was not an answer choice on the survey. During the creating of this survey, beta-testing and approval from committee and IRB, this was not an item brought up. Thus, it was an oversight by the researcher. The other two participants indicated “human” and “Semetic/Arab.” Thus, the researcher left them in the “other ethnic group” answer choice, which represents .60% of participants. The “White/Caucasian,” had 273 responses or 81.98% of participants. Twenty participants or 6.01% indicated that they were black/African/Caribbean/Black British. Four participants indicated they were Asian/Asian British, which is 1.2% of responses and 11 participants chose prefer not to answer.

**Question #15: What is your sex?**

The next question on the survey is Question #15, which asked the participant to indicate their sex. Question #15 had 329 responses and 249 participants skipped this question. There were 181 responses or 55% of participants who were female, while 141 responses or 42.9% of participants who were male, which is displayed in Figure 28: Sex of Survey Participants.
Figure 28: Sex of Survey Participants.

Only 7 responses, which is 2.1% of participants, selected the “prefer not to answer” choice.

**Question #16: What is your current employment industry? Check one.**

The following question on the survey asked the participants to check one of the options indicating their current employment industry. Question #16 is similar to Question #7, which asked participants to select an answer choice for the capacity in which they worked with human trafficking victims/survivors, Question #16 asked about the industry in which they were currently employed. Figure 29: Current Employment Industry displays the answer choices selected by the participants. There were 329 responses to the question, thus 249 participants skipped this question.
Figure 29: Current Employment Industry.

Q16: What is your current employment?

The top response from Question #16 was prefer not to answer, which was 36.74% of responses or 121 participants. Of the 329 responses, 21.88% of 72 individuals indicated that that their current employment is in the aviation industry. 16.42% or 54 participants indicated that they work for a governmental organization. 15.5% or 51 individuals work for a non-profit., and 5.78% or 19 individuals indicated that they work in social work. The employment sector that received that least amount of response was research at 3.65% or 12 participants.
Question #17: What part of the aviation industry?

Question #16 had skip logic. If participants indicated that they worked in the aviation industry, they were routed to Question #17, which asked the participant to select from three aviation sectors: airport, airline academic. While 72 participants participated in Question #17, one of the participants exited the survey after answering the question. Figure 30: Aviation Industry Sector displays all 72 participants and categories the participant who did not indicated their sector as “other.”

Figure 30: Aviation Industry Sector.

The airport response is 44.44% or 32 participants. While the airline response was 37.5% or 27 participants and the academic choice was 16.67% or 12 participants (see Figure 31: Employment by Aviation Sector).
The new percentage by the three aviation sectors presented to the participants reflect a 45.07% response rate from individuals who work in the airport sector of that aviation industry, whereas airline is 38.03% and academic is 16.09%.

**Question #18: What is your job at the airport? Check one.**

The next question on the survey was only presented to the participants if they indicated that they worked in the “airport” of the “aviation industry.” The participants were given six choices of employment at an airport: airport executive, airport operations, law enforcement officer, concessions, TSA/security and rental car/car service. As shown in Figure 32: Airport Job, three of the answer choices receive no response: concessions, TSA/security and rental car/car service.
There was an even split between airport executive and airport operations. Both received 44.44%, or 13 responses. The response with the fewest was law enforcement officer at 7.1% or two of the total 28 responses.

While there were 32 participants who indicated that they worked at an airport, only 28 of those answered the question of “job.” Thus, four skipped the question. When the four are added to the overall responses (which includes the participants who were not asked the question) it yields 550 participants who skipped the question.

**Question #19: What is your job at the airline? Check one.**

Like Question #18, the next question on the survey instrument was only presented to the participants if they indicated that they worked in the “airline sector” of the aviation industry on Question #17. Question #19 reflects the participants who responded that they worked in the “airline sector” of the aviation industry, which is shown in Figure 33:
Airline Job. The order of responses presented on the Chart displays the order on which the survey participants saw the responses when taking the survey.

Figure 33: Airline Job.

While 27 participants indicated that they worked in the airline industry, only 25 participants answered Question #19 when asked about the duties.

Like Question #18, there were six choices given to the participants. Those six were “gate agent,” “flight attendant,” “customer service,” “pilot,” “dispatcher” and “baggage handler.” One of the answer choices received zero responses, which was “baggage handler.” The highest response was pilot at 60% or 15 participants. The job at the airline that received the second highest response was flight attendant at 16% or four
participants. Customer service sector of the airline industry received 12% or three of the respondents. The dispatcher answer choice received 8% or two participants. The airline sector that received the least amount was gate agent at 4% or one participant.

Question #20: What is your job in academia? Check one.

The next question on the survey asked participants to indicate which role they serve in the aviation academy. Figure 34: Academic Job displays the four options from which the participants had to select. Those options were: faculty, university administrator, staff, and student. There were 12 total of responses for question #20, which meant that 566 participants either did not work in aviation academic or skipped the question.

Figure 34: Academia Job.
Half (50%) of participants who work in aviation academia indicated that they were students, which is six of the 12 responses. Twenty-five percent of participants indicated that they were faculty in the academy, which was three participants. Two participants indicated they were university administrators, which is 16.67% of responses. Finally, one person indicated they work in aviation academia as staff, which is 8.33% of responses.

**Question 21: What is your HIGHEST degree or level of school COMPLETED? Check one.**

Question #21 asked survey participants to select their highest degree earned and only permitted them to select one response. There were 320 participants who answered the question and 258 who did not. Figure 35: Education Level displays the results which indicated that 29.4% of participants have an earned bachelor’s degree, which is 94 of the 320 participants who answered this question.
Closely behind the bachelor’s degree was the master’s degree at 28.8%. Twenty-five percent of participants indicated that they had some college education but did not receive a degree representing 80 participants. Five point six (5.6) percent of participants indicated that they had an associate’s degree, which is 18 participants. There were also 5.6% or 18 participants, who indicated that they had graduated high school or the equivalent. Twelve participants indicated that they had received a doctoral degree, which is 12% of
participants. Four participants indicated they had a professional degree, which is 1.3% of participants. When asked what the highest level of education received was, two participants indicated that they had some high school education but did not receive a diploma.

**Question 22: In what currency are you paid? Check one.**

The next question on the survey instrument, asked participants to select the currency in which they are paid. Question #22 had 320 responses and 258 participants who did not answer the question. Figure 36: Participant currency paid displays how the 320 participants answered the question. The majority of participants (94.4%, or 302 participants), indicated U.S. dollars (USD).
Two of the choices received seven responses each, which equates to 2.2% of participants. Those two were “prefer not to answer” and “other currency.” When examining the seven responses that fell into the “other” category, none of the response could have been re-coded to fit in the preexisting categories. “Other” responses included: “MYR, Arab Emirates Dirham, Housewives don't get paid, Doesn't matter, Reais (R$), I am retired and starting my own business, and [period symbol].”

Four of the categories received one response each, which is .3% of participants in each category. Those four categories were: Canadian Dollar (CAD), Australian Dollar (AUD), Euro (EUR), and British Pound (GSP). Finally, two of the answer choices received zero responses which were the Japanese Yen (JPN) and Indian Rupee (INR).
**Question 23: What is your average annual household income range? Check one.**

Question #23 of the survey asked participants to select their annual household income from a range pre-selected by the researcher, which is represented in Figure 37: Average Annual Household Income. Question #23 had 320 participants respond to the question and 258 participants who skipped the question. Of the 320 participants who answered the question, 88, or 27.5%, indicated that their current household income range is between $50,001-$100,000. Fifty-six participants indicated that their household income was between $20,001-$50,000, which represents 17.5% of participants.

![Figure 37: Average Annual Household Income](image-url)
13.1% or 42 participants indicated their household income fell between $100,001-$150,000. Of the 320 participants who answered the question, 40 of them (or 12.5%) indicated that they prefer not to answer the question. Nineteen participants selected the $150,001-$200,000 when asked their household income, which represents 19 participants.

Nine participants selected $200,001-$250,000 as their income, which is 2.8% of participants. Three participants selected the range of $250,001-$300,000 as their household income, which reflect .9% of participants. Two participants indicated that their average household income was $500,001 and over, which is .6% of participants. The following three ranges were answer choices that had one response, which is .3% of the participants each: $300,001-$350,000, $350,001-$400,000 and $400,001-$450,000. The range received the least responses was $450,001-$500,000, which received zero response.

**Question 24: If there is something regarding human trafficking I did not ask and you would like to share, please take this opportunity to share in the space provided below.**

Question #24 was the last opportunity to collect data from the survey participants. Question #24 was an open-ended question that allowed the participants to give additional information regarding human trafficking were not addressed in the survey. Seventy-two responses were received for Question #24, whereas 506 participants skipped the question. Therefore, 12.23% of participants answered the question as indicated in Table 16:
Participant Information Coded by Categories. There were seven themes that emerged from the open-ended question:

- Adoption
- Cultural Influences/Poverty/Demand/Less Educated
- Education/Awareness/Prevention
- Government and NGO Global Collaboration
- none/no/not applicable
- Rehabilitation/Victim Support/Restoration
- Survey Feedback/Thank You/Future Collaboration

Table 16: Participant Information Coded by Categories.

<table>
<thead>
<tr>
<th>Categories</th>
<th>Aviation</th>
<th>Non-Aviation</th>
<th>Row Sum</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adoption</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>2.78%</td>
</tr>
<tr>
<td>Cultural influences/poverty/demand/less educated</td>
<td>2</td>
<td>10</td>
<td>12</td>
<td>16.67%</td>
</tr>
<tr>
<td>Education/Awareness/Prevention</td>
<td>3</td>
<td>10</td>
<td>13</td>
<td>18.06%</td>
</tr>
<tr>
<td>Government and NGO global collaboration</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>5.56%</td>
</tr>
<tr>
<td>none/no/not applicable</td>
<td>2</td>
<td>17</td>
<td>19</td>
<td>26.39%</td>
</tr>
<tr>
<td>Rehabilitation/victim support/Restoration</td>
<td>1</td>
<td>9</td>
<td>10</td>
<td>13.89%</td>
</tr>
<tr>
<td>Survey Feedback/Thank you/future collaboration</td>
<td>4</td>
<td>8</td>
<td>12</td>
<td>16.67%</td>
</tr>
<tr>
<td>Total:</td>
<td>14</td>
<td>58</td>
<td>72</td>
<td>100.00%</td>
</tr>
</tbody>
</table>
The researcher then distributed the participants into two categories which were aviation and non-aviation. The category that received the most responses was the “none/no/not” applicable theme at 26.39% or 19 participants. Of those 19 participants who answered question #24, 17 were non-aviation and two were aviation. The top themes of participants who responded was the theme of “education/awareness/prevention.” Thus, 18.06% of participants gave feedback on the area or thought that the researcher did not ask more questions related to preventing and education on human trafficking could have been asked in the survey.

**Table 17: Participant Information Coded by Professional and Category**

Table 17 displays the same themes as the previous Table 16: Participant Information Coded by Categories. However, there is one exception which compares aviation against the other industries participants. Those other industries were: social work, non-profit, researcher, governmental organization, and prefer not to answer.
Table 17: Participant Information Coded by Professional and Category.

<table>
<thead>
<tr>
<th>Categories</th>
<th>Aviation</th>
<th>Social Work</th>
<th>Non-profit</th>
<th>Researcher</th>
<th>Gov. Org.</th>
<th>Prefer not to answer</th>
<th>Row Sum</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adoption</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>2</td>
<td>2.78%</td>
</tr>
<tr>
<td>Cultural influences/ poverty/ demand/ less educated</td>
<td>2</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>3</td>
<td>2</td>
<td>12</td>
<td>16.67%</td>
</tr>
<tr>
<td>Education/ Awareness/ Prevention</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>5</td>
<td>13</td>
<td>18.06%</td>
</tr>
<tr>
<td>Government and NGO global collaboration</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>4</td>
<td>5.56%</td>
</tr>
<tr>
<td>none/no/not applicable</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>9</td>
<td>19</td>
<td>26.39%</td>
</tr>
<tr>
<td>Rehabilitation/ Victim support/ Restoration</td>
<td>1</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>2</td>
<td>4</td>
<td>10</td>
<td>13.89%</td>
</tr>
<tr>
<td>Survey Feedback/ Thank you/ future collaboration</td>
<td>4</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>12</td>
<td>16.67%</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>14</strong></td>
<td><strong>3</strong></td>
<td><strong>14</strong></td>
<td><strong>4</strong></td>
<td><strong>13</strong></td>
<td><strong>24</strong></td>
<td><strong>72</strong></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>

**Question #25: Human Trafficking Resources for Support OR to Report a Tip:**

**National Human Trafficking Hotline**
Call: 1-888-373-7888  
Email: help@humantraffickinghotline.org

Visit: [www.humantraffickinghotline.org](http://www.humantraffickinghotline.org)

BeFree TextlineText Help to 233733  
(BeFree)Hours of Operation: 3:00pm - 11:00pm EST

The final item was Question #25. This item was required to be added to the survey per the Institutional Review Board (IRB) at The University of Southern Mississippi. Question
#25 received six comments in the text field but 98.9% of participants skipped this question or existed the survey. The six comments for Question #25 are presented in Table 18: Additional Participant Comments.

Table 18: Additional Participant Comments.

<table>
<thead>
<tr>
<th>Participant</th>
<th>Date &amp; Time</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Dec 20, 2016 2:28 PM</td>
<td>Very interesting - look forward to the results. Thank you</td>
</tr>
<tr>
<td>2</td>
<td>Dec 20, 2016 2:10 PM</td>
<td>Thank you for researching this topic! We need more freedom fighters 😊</td>
</tr>
<tr>
<td>3</td>
<td>Dec 17, 2016 4:29 AM</td>
<td>AAI TIP Line App - on google playstore or Itunes</td>
</tr>
<tr>
<td>4</td>
<td>Dec 14, 2016 4:24 AM</td>
<td>Excited to read your research!</td>
</tr>
<tr>
<td>5</td>
<td>Dec 9, 2016 2:52 PM</td>
<td>I marked the case I know about as '0' because I don't know about the cases themselves, but am aware of the case the federal agencies have created stings for and have shut down (for now).</td>
</tr>
<tr>
<td>6</td>
<td>Dec 7, 2016 10:03 PM</td>
<td>Are truck stops, airports regularly checked daily for humans being smuggled?</td>
</tr>
</tbody>
</table>

Participant number 2 used an emoticon after the text for the response. The emoticon was a blushing smiley.

Opt-in: Interview: THANK YOU for taking this survey to further human trafficking research into and within the United States. If you are willing to be interviewed further on this topic, please provide your contact information below. Please note that the contact information you provide is in NO WAY linked to the survey you just completed.
After Question #25, participants were directed via an automatic link in SurveyMonkey to another survey where they could choose to leave contact information to be interviewed by the research at a future date. There were 12 total responses from the link between the two survey instruments.

Table 19 displays each day and the number of opt-in responses with the greatest number of responses on December 16, 2016, December 20, 2016, and December 21, 2016. The number of responses for these three days are three each.

<table>
<thead>
<tr>
<th>Date</th>
<th>Number of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 16, 2016</td>
<td>3</td>
</tr>
<tr>
<td>December 17, 2016</td>
<td>1</td>
</tr>
<tr>
<td>December 20, 2016</td>
<td>3</td>
</tr>
<tr>
<td>December 21, 2016</td>
<td>3</td>
</tr>
<tr>
<td>December 22, 2016</td>
<td>2</td>
</tr>
<tr>
<td>Total Responses</td>
<td>12</td>
</tr>
</tbody>
</table>

For the purposes of confidentiality, safety and future research, the researcher will not present the list of contact information for the participants who chose to opt-in for an interview.

**Data Analysis**

After examining each question of the survey, cleaning the data, coding the open-ended responses, and describing the data question-by-question, the researcher then was ready to examine how the survey responses answered the research questions. Therefore, Table 20: Theory and Survey Questions Potential Analysis and Actual Analysis encompass the
survey questions and the theory the researcher anticipated would help answer the research questions. The raw data gathered via SurveyMonkey required cleaning and coded open-ended responses.

<table>
<thead>
<tr>
<th>Survey Question Number</th>
<th>Question from Survey</th>
<th>Theory Precepts</th>
<th>Type of Data Collected</th>
<th>Potential Analysis of Data</th>
<th>Potential Analysis of Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>INFORMED CONSENT</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>2</td>
<td>Please define human trafficking in your words? Take as much time as you need.</td>
<td>1, 2, 3, 4, 5</td>
<td>Nominal</td>
<td>Content Analysis</td>
<td>Content Analysis</td>
</tr>
<tr>
<td>3</td>
<td>How did you FIRST learn of human trafficking? Check one.</td>
<td>1, 5</td>
<td>Ordinal</td>
<td>Inferential Statistical Tests</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>4</td>
<td>Are you a survivor/victim?</td>
<td>1, 5</td>
<td>Nominal</td>
<td>Descriptive Statistics</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>5</td>
<td>Would you please share your story:</td>
<td>1, 5</td>
<td>Nominal</td>
<td>Content Analysis</td>
<td>Content Analysis</td>
</tr>
<tr>
<td>6</td>
<td>In what capacity do you work with survivors/victims, if any? Check all that apply.</td>
<td>1, 5</td>
<td>Nominal</td>
<td>Inferential Statistical Tests</td>
<td>Inferential Statistical Tests</td>
</tr>
<tr>
<td>7</td>
<td>Which part of the aviation industry? Check one.</td>
<td>1, 2</td>
<td>Nominal</td>
<td>Inferential Statistical Tests</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>8</td>
<td>How many cases are you aware of any survivors/victims being transported via the follow modalities:</td>
<td>1, 5</td>
<td>Numerical</td>
<td>Descriptive Statistics</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>Survey Question Number</td>
<td>Question from Survey</td>
<td>Theory Precepts</td>
<td>Type of Data Collected</td>
<td>Potential Analysis of Data</td>
<td>Potential Analysis of Data</td>
</tr>
<tr>
<td>------------------------</td>
<td>---------------------------------------------------------------------------------------</td>
<td>----------------</td>
<td>-----------------------</td>
<td>----------------------------</td>
<td>----------------------------</td>
</tr>
<tr>
<td>9</td>
<td>Have you worked with any aviation industry personnel on human trafficking?</td>
<td>1, 5</td>
<td>Nominal</td>
<td>Descriptive Statistics</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>10</td>
<td>What is the most important item needed to eliminate Human Trafficking?</td>
<td>1, 3, 4</td>
<td>Ordinal</td>
<td>Inferential Statistical Tests</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>11</td>
<td>What are some areas of Human Trafficking that have been understudied?</td>
<td>1, 4, 5</td>
<td>Ordinal</td>
<td>Content Analysis</td>
<td>Content Analysis</td>
</tr>
<tr>
<td>12</td>
<td>In what year were you born?</td>
<td>1, 3, 4</td>
<td>Numerical</td>
<td>Descriptive Statistics</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>13</td>
<td>In what country do you currently reside?</td>
<td>1, 3, 4</td>
<td>Nominal</td>
<td>Descriptive Statistics</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>14</td>
<td>What is your ethnicity? Check all that apply.</td>
<td>1, 3, 4</td>
<td>Nominal</td>
<td>Descriptive Statistics</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>15</td>
<td>What is your sex?</td>
<td>1, 3, 4</td>
<td>Nominal</td>
<td>Descriptive Statistics</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>16</td>
<td>What is your current employment industry? Check one.</td>
<td>1, 3, 4</td>
<td>Nominal</td>
<td>Descriptive Statistics</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>17</td>
<td>What part of the aviation industry?</td>
<td>1, 3, 4</td>
<td>Nominal</td>
<td>Descriptive Statistics</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>18</td>
<td>What is your job at the airport? Check one.</td>
<td>1, 3, 4</td>
<td>Nominal</td>
<td>Descriptive Statistics</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>19</td>
<td>What is your job at the airline? Check one.</td>
<td>1, 3, 4</td>
<td>Nominal</td>
<td>Descriptive Statistics</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>20</td>
<td>What is your job in academia? Check one.</td>
<td>1, 3, 4</td>
<td>Nominal</td>
<td>Descriptive Statistics</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>21</td>
<td>What is your HIGHEST degree or level of school COMPLETED? Check one.</td>
<td>1, 3, 4</td>
<td>Nominal</td>
<td>Descriptive Statistics</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>22</td>
<td>In what currency are you paid? Check one.</td>
<td>1, 3, 4</td>
<td>Numerical</td>
<td>Descriptive Statistics</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>23</td>
<td>What is your average annual household income range? Check one.</td>
<td>1, 3, 4</td>
<td>Numerical</td>
<td>Descriptive Statistics</td>
<td>Descriptive Statistics</td>
</tr>
<tr>
<td>24</td>
<td>If there is something regarding human trafficking I did not ask and you would like to share,</td>
<td>1, 2, 3, 4, 5</td>
<td>Nominal</td>
<td>Content Analysis</td>
<td>Content Analysis</td>
</tr>
</tbody>
</table>
please take this opportunity to share in the space provided below.

<table>
<thead>
<tr>
<th>Survey Question Number</th>
<th>Question from Survey</th>
<th>Theory Precepts</th>
<th>Type of Data Collected</th>
<th>Potential Analysis of Data</th>
<th>Potential Analysis of Data</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Opt-in:</strong></td>
<td>THANK YOU for taking this survey to further human trafficking research into and within the United States. If you are willing to be interviewed further on this topic, please provide your contact information below. Please note that the contact information you provide is in NO WAY linked to the survey you just completed.</td>
<td>1, 2, 3, 4, 5</td>
<td>Nominal</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>

Additionally, the table displays what the researcher anticipated the analysis would be and the actual analysis used for each question.

**Summary Results.** In total, 578 persons participated in this research project. Of the respondents, 82.53% completed the survey from a social media link verses a survey collector associated with a direct email with a link. When defining human trafficking, the words used most often were the following:
The majority (41.10%) of participants first learned of human trafficking via television. A collective 97.71% of participants were not a victim of human trafficking and the majority of participants selected that they “prefer not to answer” when asked what capacity they work with human trafficking survivors/victims. If the participants indicated that they do work with survivors/victims, 50% indicated that they worked with them in terms of the airline industry. The 578 survey participants indicated that they knew of 14,194 cases of human trafficking.

Ninety-one percent of participants who indicated they did not work with aviation personnel regarding human trafficking, but those that did work with aviation, 36% worked with aviation personnel in terms of training. Participants indicated they believed that education and awareness (41%) was the most important item needed to eliminate human trafficking. A collective 27.96% of participants indicated they were not sure, unaware, of or did not know what areas of human trafficking were understudied. However, setting aside that response, 25.84% of participants believed that the root causes
of human trafficking, the demand, and the cultural aspect of human trafficking were understudied.

The profile of the average participant includes: born in the 1980s or the 1990s (55%), from the United States of America (94.5%), white/Caucasian (81.98%), and male (55%). Some 36.78% of participants preferred not to answer regarding their employment industry; however, 21.88% of participants indicated that they worked in the aviation industry, including 44.44% of them at the airport, and 92.8% of participants indicated that they worked in airport operations or was an airport executive (46.4% each). The majority of participants held at least a bachelor’s degree, 94.4% of participants received their income in USD and 27.5% fell in the income range between $100,001-$150,000. Finally, 26.39% of participants indicated that they had nothing else to say to say on the open-ended question, but the participants who did respond, 18.06% wrote a response related to education, awareness or prevention.

**Aviation Analysis**

While examining the research questions during the data description phase, the researcher determined which survey questions best answered the research questions, and which questions supported, but did not answer, the research question. The research questions are:

1. How many persons trafficked into [non-citizen 17,500] and within [citizens 41,700] the United States have been by air compared to land and sea since 2000?
2. What actions can be recommended to combat human trafficking by air into and within the United States?

Research Question #2 will be presented after research Question #1, which pertains to the policies to be recommended based on the survey results to combat human trafficking via air. Thus, the researcher will now examine and answer the research Question #1 and Question #2 using the participants who indicated that they worked in the aviation industry and how they responded to the survey.

**Research Question 1:** The first research question was designed to determine “How many persons trafficked into [non-citizen 17,500] and within [citizens 41,700] the United States have been by air compared to land and sea since 2000.” Question #8 is used to answer this research question. One item to note is that the survey question asked participants how many cases they were aware of, not how many people, which is what the research question should have addressed or vice versa. Thus, while a participant could be aware of a case of human trafficking, they could have involved more than one person. Therefore, this is a limitation of the study and will be further discussed in the concluding chapter.

**Question #8.**

Questions #8 asked participants to indicate how many cases of human trafficking they were aware of via: air, land and sea. Aviation participants indicated that they were aware of 682 cases of human trafficking. Table 21: displays aviation participants verses overall survey participants.
### Table 21: Human Trafficking by Mode

<table>
<thead>
<tr>
<th>Mode</th>
<th>Aviation</th>
<th>Overall</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air</td>
<td>259</td>
<td>83</td>
</tr>
<tr>
<td>Land</td>
<td>367</td>
<td>80</td>
</tr>
<tr>
<td>Sea</td>
<td>56</td>
<td>154</td>
</tr>
</tbody>
</table>

Of the 682 cases of human trafficking identified by aviation industry participants, 259 were cases indicated by air, compared to 367 by land and 56 by sea. In comparison to the overall survey participants, 83 participants were aware of cases (at least one) via air, where 80 by land and 154 by sea. Most people are aware of cases via air and land more so than by sea and air and land are at roughly the same rate.

When breaking the survey participants into two categories (aviation verses non-aviation), the top seven commonly used terms or phrases changes. This is reflected in Figure 38: Aviation Survey Participants Common Words Defining Human Trafficking and Figure 39: Non-aviation Survey Participants Common Words Defining Human Trafficking. When examining how aviation survey respondents defined human trafficking, the most commonly used term or phrases were: transporting, forced, purpose, slavery, movement, human beings, and money. This is displayed in Table 22: Aviation Commonly Used Words. The term “transporting” was used by 24.29% of aviation survey participants, which represents 17 responses. Moreover, 22.86%, or 16 responses, of those who indicated they worked in the aviation industry used the term “forced.” Twelve participants, or 17.14%, used the term “purpose” when defining human trafficking.
Table 22: Aviation Commonly Used Words.

<table>
<thead>
<tr>
<th>Term</th>
<th># of Responses</th>
<th>Percentage of Participants</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transporting</td>
<td>17</td>
<td>24.29%</td>
</tr>
<tr>
<td>Forced</td>
<td>16</td>
<td>22.86%</td>
</tr>
<tr>
<td>Purpose</td>
<td>12</td>
<td>17.14%</td>
</tr>
<tr>
<td>Slavery</td>
<td>12</td>
<td>17.14%</td>
</tr>
<tr>
<td>Movement</td>
<td>11</td>
<td>15.71%</td>
</tr>
<tr>
<td>Human beings</td>
<td>9</td>
<td>12.86%</td>
</tr>
<tr>
<td>Money</td>
<td>5</td>
<td>7.14%</td>
</tr>
</tbody>
</table>

The term “slavery” was used in twelve responses, or 17.14% of participants when defining human trafficking. The term “movement” was used 15.71% of them time or in 11 responses.
Of those participants who indicated that they worked in the aviation industry, 11 participants or 15.71% of responses used the term “human beings” when defining human trafficking in their own words. Five participants used the term “money,” which represents 7.14% of survey participants who indicated they work in the aviation industry.

When examining how non-aviation survey respondents defined human trafficking, the most commonly used term or phrases were: sex, labor, sexual, human trafficking, illegal, human beings, fraud or coercion. Non-aviation survey participants defined human trafficking by using the term, “sex” in 70 of the responses or 27.03% of participants.

Figure 39: Non-aviation Survey Participants Common Words Defining Human Trafficking.
The term “labor” was used 55 times, which is 21.24% of participants. The term sexual was used by 52 participants who do not work in the aviation industry, which is 20.08% of participants. The term “human trafficking” was used by 18.15% of participants or 47 non-aviation participants.

The term “illegal” was used by 41 non-aviation industry survey participants when defining human trafficking in their own words, which represents 15.83% of non-aviation survey participants. The phrase “human beings” was used 36 times, or 13.90% of participants. The phrase “fraud or coercion” was used by 9.24% of non-aviation industry participants when defining human trafficking in their own words or 24 responses. Table 23: Aviation vs. Non-aviation Definition Comparison displays the top terms used by aviation and non-aviation survey participants when asked to define human trafficking.

<table>
<thead>
<tr>
<th>Term</th>
<th>Aviation</th>
<th>Non-Aviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transporting</td>
<td>24.29%</td>
<td>--</td>
</tr>
<tr>
<td>Forced</td>
<td>22.85%</td>
<td>--</td>
</tr>
<tr>
<td>Purpose</td>
<td>12.14%</td>
<td>--</td>
</tr>
<tr>
<td>Slavery</td>
<td>17.14%</td>
<td>--</td>
</tr>
<tr>
<td>Movement</td>
<td>15.71%</td>
<td>--</td>
</tr>
<tr>
<td>Human beings</td>
<td>15.71%</td>
<td>12.90%</td>
</tr>
<tr>
<td>Money</td>
<td>7.14%</td>
<td>27.03%</td>
</tr>
<tr>
<td>Sex</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Labor</td>
<td>--</td>
<td>21.24%</td>
</tr>
<tr>
<td>Sexual</td>
<td>--</td>
<td>20.08%</td>
</tr>
<tr>
<td>Human Trafficking</td>
<td>--</td>
<td>18.15%</td>
</tr>
<tr>
<td>Illegal</td>
<td>--</td>
<td>15.83%</td>
</tr>
<tr>
<td>Fraud or Coercion</td>
<td>--</td>
<td>9.24%</td>
</tr>
</tbody>
</table>
The dash lines represent that the term was not one of the top terms used by the group indicated. The only term used by both groups was the term “human beings.” Aviation survey participants used the terms 15.71% of the time, whereas non-aviation participants used the term 12.90% of the time.

Not unlike the overall survey participants, aviation personnel first learned of human trafficking via television, which represents 48.57% of aviation participants. Zero aviation industry participants indicated that they were human trafficking survivor/victim, which is 34 of aviation personnel. A collective 74.29% of aviation stakeholders indicated that they have worked with aviation industry personnel on human trafficking and 25.71% indicated that they did not. Aviation personnel worked with survivors/victims in the capacity of airport and airline. Airport was reported by 51.72% of aviation stakeholders who took the survey and 48.28% work with human trafficking victims/survivors in terms of airlines. Like all survey participants, aviation stakeholders also indicated that that most important item needed to eliminate human trafficking was education and awareness, which represents 47.22% of aviation participants.

Aviation participants averaged 41 years old and 85% of participants were white/Caucasian, which is displayed in Figure 40: Aviation Ethnicity. The majority of aviation personnel who participated in the survey were male at 69% percent and 31% percent were female, which is displayed in Figure 41: Sex of Aviation Stakeholders.
Figure 40: Aviation Ethnicity.

AVIATION ETHNICITY

- White/Caucasian: 85%
- Mixed/Multiple Ethnic Groups: 6%
- Black/African/Caribbean/Black British: 7%
- Hispanic: 1%
- Asian/Asian British: 1%

Figure 41: Sex of Aviation Stakeholders.

SEX OF AVIATION STAKEHOLDERS

- Male: 69%
- Female: 31%
Aviation personnel were predominately from the United States (94%) of participants, which is shown in Figure 42: Aviation Stakeholders Country of Residence. The other category is 6% of participants which were from the following countries: Brazil, TCA, Spain and Canada.

Overall there were 32 participants who worked in an airport capacity, which is 44.44% of participants, 27 (37.5%) participants who worked in an airline capacity and 12 (16.67%) who worked in an academic capacity. Moreover, 92.8% of participants worked in either airport operations or were an airport executive. Additionally, 60% of participants who worked for an airline worked as pilots, whereas those who worked in academia were students at 50%.
Most of the aviation participants at 84.5% had either a bachelor’s degree or a Master’s degree, Chart 43: Education of Aviation Participants. 9.86% had some college education. A number of participants, 2.82%, indicated that they have a doctoral degree and 2.82% had an associate’s degree. Six aviation participants skipped this question.

**Figure 43: Education of Aviation Participants.**

<table>
<thead>
<tr>
<th>Education Level</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Some high school, but no diploma</td>
<td>0.00%</td>
</tr>
<tr>
<td>High school graduate or equivalent</td>
<td>1.41%</td>
</tr>
<tr>
<td>Some college, but no degree</td>
<td>9.86%</td>
</tr>
<tr>
<td>Associate’s degree</td>
<td>2.82%</td>
</tr>
<tr>
<td>Bachelor’s degree</td>
<td>42.25%</td>
</tr>
<tr>
<td>Master’s degree (MA, MS)</td>
<td>42.25%</td>
</tr>
<tr>
<td>Profession degree (MD, DDS, DVM, LLB, JD)</td>
<td>0.00%</td>
</tr>
<tr>
<td>Doctoral degree (PhD, EdD)</td>
<td>2.82%</td>
</tr>
</tbody>
</table>

Last, 1.41% of participants stated that they were a high school graduate or the equivalent, whereas zero participants indicated that they held no high school diploma or professional degree.

Aviation survey participants indicated that they were paid in dollars (USD), which is 84.5% of participants but 6 participants skipped the question. Like overall survey participants, 21.88% of aviation participants made between $50,001-$100,000 and 18.75% made between $150,001 and $200,000. Only one aviation participant left a
comment on the last open-ended question on the survey. The comment gave information for a human trafficking tip line app.

**Research Question #2:** “What actions can be recommended to combat human trafficking by air into and within the United States” is the second research question. Questions #2, #10, #11, and #24 of the survey instrument provide data to help answer this research question. Question #2 asked participants to define human trafficking in their own words.

Human trafficking is defined by Panigabutra-Roberts (2012a, 139) as:

> the recruitment, transportation, transfer, harbouring or receipt of persons, by means of the treatment of use of force or other forms of coercion, of abduction, or fraud, or deception, of the abuse of power or of a inability or of the giving or receiving of payments over another person, for the purpose of exploitation. Exploitation of the prostitution of others or other forms of sexual exploitation, forced labour or services, slavery or practices similar to slavery, servitude or the removal or organs.

The terms used most frequently by the 426 persons who answered the survey question included, in frequency order: forced, sex, selling, illegal, transporting, human trafficking, and human beings. The survey results indicate that the participants focused primarily [23.94% when asked to define human trafficking] on one form of human trafficking—sexual exploitation. The data suggests that organizations should not only continue education and raising awareness of sexual exploitation (including among aviation personnel), but also other types of human trafficking. For example, rather than a single-minded focus on sexual exploitation, labor trafficking and other forms of human trafficking, each should have an equal focus as if one for of human trafficking becomes
known by industry personnel, then the other forms are overlooked and individuals will remain enslaved.

**Question #10**

Question #10 asked participants to indicate which item from a preset answer choices is the most important to eliminate human trafficking. Survey participants believed that the most important item to support the elimination of human trafficking was “education and awareness” at 41.03%, which is displayed in Table 24: Aviation Stakeholder Eliminating Human Trafficking. Examples of elimination of human trafficking through “education and awareness” is educating aviation personnel on human trafficking and making them aware that it is occurring. In particular, when educating individuals, the human trafficking expert give example of human trafficking occurring in the location of the training. An example of spreading awareness is creating a campaign specially aimed at aviation personnel, and providing a means for training in person.
Table 24: Aviation Stakeholder Eliminating Human Trafficking.

<table>
<thead>
<tr>
<th>Categories</th>
<th>Aviation</th>
<th>Non-Aviation</th>
<th>Row Sum</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic Multi-Government Collaboration</td>
<td>2</td>
<td>21</td>
<td>23</td>
<td>6.99%</td>
</tr>
<tr>
<td>Education and Awareness</td>
<td>33</td>
<td>102</td>
<td>135</td>
<td>41.03%</td>
</tr>
<tr>
<td>Grants/Research/Money</td>
<td>2</td>
<td>8</td>
<td>10</td>
<td>3.04%</td>
</tr>
<tr>
<td>Harmonious Consequences Among all Nations</td>
<td>2</td>
<td>14</td>
<td>16</td>
<td>4.86%</td>
</tr>
<tr>
<td>International Multi-Governmental Collaboration</td>
<td>27</td>
<td>78</td>
<td>105</td>
<td>31.91%</td>
</tr>
<tr>
<td>Non-gov. Organization Taking the Lead</td>
<td>3</td>
<td>8</td>
<td>11</td>
<td>3.34%</td>
</tr>
<tr>
<td>Strict Sentencing when Prosecuted</td>
<td>3</td>
<td>26</td>
<td>29</td>
<td>8.81%</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>72</td>
<td>257</td>
<td>329</td>
<td>99.98%</td>
</tr>
</tbody>
</table>

Similarly, the equivalent holds through examining aviation and non-aviation participants.

Specifically, the results indicate that both aviation and non-aviation participants place the highest emphasis on reducing, and perhaps even eliminate, human trafficking through “education and awareness.” More pointedly, aviation survey participants indicated that more education and awareness is needed among the aviation community in order to reduce, and hopefully, eliminate human trafficking via air.

Additionally, aviation stakeholders indicated that international and multi-governmental collaboration is essential. “Education and awareness” in this study means educating the American people on human trafficking. It is bringing human trafficking into the forefront rather than being unknown. An example in which to educate Americans on human trafficking and raise greater awareness of it, is to integrate human trafficking
into the on-boarding process for airlines and airport personnel (and recurrent training) and include it in yearly training for all aviation personnel.

Question #11:

Question #11 examines the areas of human trafficking that have been understudied. Respondents were asked, “[w]hat are some areas of Human Trafficking that have been understudied?” This question was an open-ended question. This is shown in Table 25: Human Trafficking Understudied Areas by Aviation Sector. The data was categorized, then summed and totaled by both row and column. The row data was then divided by the total sum to compute a percentage per category.

<table>
<thead>
<tr>
<th>Categories</th>
<th>Airport</th>
<th>Airline</th>
<th>Academic</th>
<th>Row Sum</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Victim Support/transparency/Legal Justice</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>8</td>
<td>11.27%</td>
</tr>
<tr>
<td>Root Causes of HT/Demand/Culture</td>
<td>2</td>
<td>7</td>
<td>3</td>
<td>12</td>
<td>16.90%</td>
</tr>
<tr>
<td>Education/Awareness/Prevention</td>
<td>5</td>
<td>3</td>
<td>3</td>
<td>11</td>
<td>15.49%</td>
</tr>
<tr>
<td>Transportation/Methods of HT/Location</td>
<td>7</td>
<td>5</td>
<td>0</td>
<td>12</td>
<td>16.90%</td>
</tr>
<tr>
<td>Not sure/unaware/I don't know</td>
<td>14</td>
<td>10</td>
<td>4</td>
<td>28</td>
<td>39.44%</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>32</strong></td>
<td><strong>27</strong></td>
<td><strong>12</strong></td>
<td><strong>71</strong></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>

The themes discovered during content analysis of aviation participants are displayed on Table 25, which are:
While the 39.55% of aviation participants were “not sure” which areas of human trafficking have been understudied, two other categories received the highest response rate: “root causes of human trafficking/demand/culture” and “transportation/methods of human trafficking/location,” suggesting these were understudied. These categories/themes emerged while examining all of the responses. Thus, the researcher read through all the comments first and then again. During the read through, the research noted themes. Those themes were then consolidated to create the categories used. Upon the second examination, each response was placed into one of the categories.

The results from survey Question #11 reveal that each aviation sector—airport, airline, and academic—places a slightly different emphasis on which area of human trafficking has been understudied. For example, airport personnel believe that transportation/methods of human trafficking/location need to be further examined, whereas airline personnel focus on the root causes of human trafficking/demand/culture, and aviation academics place equal emphasis on the root causes of human trafficking/demand/culture and education/awareness/prevention, respectively.

Thus, to answer Research Question #2, the actions recommended are to further study the root causes of human trafficking in order to determine how demand further
drives human trafficking and what role culture plays. For example, the further examination of what is specifically is driving the demand for individuals being trafficked. Additionally, transportation plays a role in the human trafficking industry, but further research is needed on the evolution of human trafficking methods and how the locations involved matter. For example, it appears throughout the history of human trafficking, traffickers are always one step ahead of researchers and practitioners. Thus, presently a factor in using aviation as of mode of transportation for human beings. The actions recommended are to be more proactive to examine the modes of transportation traffickers are using rather than reactive.

Lastly, the last action to be recommended is, to examine the role of locations within the United States should be examined. More specifically, for example of the role of locations needing to be studied is the proximity to events and other tourist attractive locations. Like examining the role, the modes of transportation (specifically aviation) play in human trafficking, the locations need to be further examined. For example, are researchers and practitioners focused more on tourist locations to combat human trafficking or are they examining other areas as well? By being more proactive rather than reactive, human trafficking can be combated through examining aviation and the locations in which individuals are being trafficked.

Question #24:

In Question #24, the researcher gave participants an opportunity to share any additional information they wished. The summary results can be found in Table 26, below. Of interest is that the overall response was thanking the researcher for the work, providing contact information for future collaboration, and additional survey feedback.
Table 26: Aviation Participant Feedback.

<table>
<thead>
<tr>
<th>Categories</th>
<th>Airport</th>
<th>Airline</th>
<th>Academic</th>
<th>Row Sum</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adoption</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>Cultural influences/poverty/demand/less educated</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>14.29%</td>
</tr>
<tr>
<td>Education/Awareness/Prevention</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>3</td>
<td>21.43%</td>
</tr>
<tr>
<td>Government and NGO global collaboration</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>14.29%</td>
</tr>
<tr>
<td>none/no/not applicable</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>14.29%</td>
</tr>
<tr>
<td>Rehabilitation/victim support/Restoration</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>7.14%</td>
</tr>
<tr>
<td>Survey Feedback/Thank you/future collaboration</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>4</td>
<td>28.57%</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td>5</td>
<td>8</td>
<td>1</td>
<td>14</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

When the three sectors, airport, airline, and academic are examined in greater detail, airport personnel did not provide feedback, whereas the airline industry had two responses in four of the categories. Those categories include:

- Cultural influences/poverty/demand/less educated;
- Education/Awareness/Prevention;
- Government and NGO global collaboration;
- Survey Feedback/Thank you/future collaboration.

To answer Research Question #2, Survey Question #24 captures further actions that are recommended to combat human trafficking. Question #24 enabled the participants to give further details regarding any aspect that was not covered in the survey.
The overall themes that emerged were similar to the responses in Survey Question #10. The researcher speculates that this is due to the similarities in the questions. Participants answered Question #24 using the responses from Question #10. For example, one area to combat human trafficking is to further study areas of human trafficking that have not yet been explored. Additionally, participants focused on human trafficking awareness.

**Persons Trafficked via Air into and within United States**

Chapter 4 presented the data collected from the survey instrument in detail and answered research question one. The data from each of the questions was indicated in text and/or table and/or chart form. Aviation personnel play a key role in combating human trafficking due being on the front lines daily as human beings are trafficked through airports and onto aircraft. Additionally, they have a unique perspective due to being at the center of the trafficking modality, specifically the access to the mode of transportation used and a central location being the airport where trafficker pass. Thus, it is important to examine the typology of people who took the survey. While one cannot extrapolate from this exploratory research, one can state that based on the limitations and other parameters of this study, much is to be learned and recommendations made to combat human trafficking, which are detailed in Chapter 5.

The following chapter, Chapter 5: Conclusions, will discuss these findings further, lessons learned and provide actions that can be recommends based on the study and limitation. Furthermore, Chapter 5 will discuss human security theory, the lack of security is the foundation of traffickers and chapter 5 will present ideas for future research opportunities.
CHAPTER V – CONCLUSIONS

“This nation has placed its destiny in the hands and hearts of its millions of free men and women; and its faith in freedom under the guidance of God. Freedom means the supremacy of human rights everywhere. Our support goes to those who struggle to gain those rights or keep them. Our strength is our unity of purpose. To that high concept there can be no end save victory.”

-Franklin D. Roosevelt (1941, 8)

Currently, human trafficking is second behind drug trafficking in terms of criminal activity and profits for transnational crimes (Pati 2004). Human trafficking is occurring on American streets, in massage parlors, in dance studios, at schools and universities, at airports, and on children’s playgrounds. The list of trafficking locations continues to grow. It is a crime that is hidden from plain sight, and is ubiquitous, but is overlooked for too many reasons, including, but not limited to, lack of cooperation from victims, lack of awareness and resources, and lack of legal guidance and precedents (Pasell 2012; Bales 2009).

Without a clear picture of human trafficking in the United States, i.e., the “what” question, it is difficult to create the “how” policies to combat its existence and help free the victims and punish the perpetrators. Consequently, it is essential for governmental and non-governmental organizations alike to work together to combat human trafficking. It is also essential for citizens to be aware and remain vigilant. This dissertation examined to what extent human trafficking is occurring via air and what actions can be taken to combat human trafficking. More specifically, this dissertation answered the following research questions:
1. How many persons trafficked into and within the United States have been by air compared to land and sea since 2000?

2. What actions can be recommended to combat human trafficking by air into and within the United States?

The format of Chapter 5 includes addresses the significance of this study, lessons learned, and limitations and challenges of the study. Additionally, Chapter 5 discusses future research opportunities and brings the entire study full circle by discussing human security theory. The finding of the research and how these findings of human trafficking via air are tied to human security theory. Finally, this chapter concludes with a call to action, which includes policy recommendations.

**Findings and Principles**

**Definition of Human Trafficking**

Aviation participants do not appear to know the full scope, and thus the definition of human trafficking, but rather have knowledge of one type of trafficking—sexual exploitation. For example, aviation professionals believe that human trafficking involves “transporting” an individual, when that is not always the case. An individual could be trafficked from their own house or their current location. Thus, while trafficking can occur by transporting an individual, transportation does not have to occur for an individual to be trafficked.

This finding reveals that participants who are not in aviation do not think of transport, but those that are in aviation put primacy on transport. Each participant defines
human trafficking by their own experience of professional and personal experiences rather than a common definition.

There is a need for additional training with not only recognizing the signs of human trafficking, but also human trafficking is and is not. Additionally, this study reveals that both aviation and non-aviation, define human trafficking using the phrase, “human beings” and “money.” The idea that participant connect people and money reveals that at some level they are bringing the definition of slavery together with human trafficking, whether or not the participant is aware. Trafficking is slavery and slavery is trafficking.

**Awareness of Human Trafficking**

Moreover, the study found that 48.57% aviation personnel first learned of human trafficking via the television. Thus, this reveals that if almost half of aviation professional first learn of human trafficking via the television, it means that they are not first hearing this at training through their employers, which is where aviation personnel should be first learning of human trafficking to combat it via air due to aviation professionals being at work during the interdiction point. Therefore, the need for a training program offered through work. This is an important finding because it reveals that individuals may have overlooked many red flags indicative of other forms of trafficking and do not know the basic human trafficking definition. The other forms of human trafficking that were not discussed by survey participants include: child sex trafficking, forced labor, bonded labor or debt bondage, domestic servitude, forced child labor and unlawful recruitment and use of child soldier. Thus, without adequate training for aviation stakeholders on all forms of
human trafficking, aviation stakeholders are likely unaware of trafficking that may be flying under the radar.

**Cases of Human Trafficking**

A total of 682 cases of human trafficking were identified in this study (or by participants). Of these 682 cases, there were 367 cases of human trafficking via land, and 56 by sea, and 259 cases (or persons) via air. While there is much to develop in order for airports to be “safe harbors,” aviation professionals are identifying trafficking situations 32.04% more often than those who are not aviation professionals. If aviation personnel are identifying more cases or people of human trafficking via air, this would indicate professionals are identifying with their professional industry more than others who are not familiar with that industry. Thus, where you work, perceives how you view human trafficking, including transport, which supports the first finding of this study.

As evidenced by the participants in the survey, most person in the aviation industry are unaware of human trafficking, and human trafficking by air. This suggests there is a large need in education and training for aviation professionals. Once people are trained to be aware and notice human trafficking, all of a sudden it is brought more into the forefront of their consciousness. Consequently, one way to mitigate human trafficking via air, is to educate people and address it directly. Aviation professionals must first be aware that human trafficking is occurring, and occurring via air, and aviation professionals can become get involved with combating human trafficking actively.

If a federal regulation is to be developed associated with reducing human trafficking via air, in particular, all professionals from all aviation sectors (from the top-down) should be aware of the federal regulation and the signs of human trafficking.
These professionals should adopt an active stance in the fight against human trafficking via air. This requires all aviation professionals to be armed with the knowledge and skills to spot human trafficking and understand the protocols for providing assistance to the trafficking victim. Then, federal regulation recommendation would then allow airports to be made into an area of safe harbor.

Although this regulation of creating safe harbors for airports will not prevent human trafficking, it will aid in decreasing the number of persons trafficked via air. Once this regulation is implemented and becomes the industry norm, traffickers will likely search for transportation vulnerabilities to exploit. For example, traffickers will look for modes of transportation where professionals are unaware of human trafficking, just as aviation once was. The emergence of autonomous vehicle technology, including self-driving car and pilot less air taxi, lend themselves to abuse by traffickers desiring to move people from place to place.

**Characteristics of the Typical Respondent**

The typical aviation professional who participated in this study was 41 years old, Caucasian, male, from the United States, worked at an airport in an executive or operations role, held a Master’s Degree and was middle-class. This finding was somewhat surprising in that often, the typical individual combating human trafficking are often women working for nonprofits organizations.

The typical respondents to the survey were not the typical human trafficking advocate. However, the participants of this study were more indicative of aviation trends of a middle-aged, Caucasian male. This is interesting, as combating human trafficking
requires all people, regardless of their sex, race, religion, etc. Therefore, this is a very positive sign of fighting human trafficking via air.

**Different Areas of Emphasis**

Different aviation personnel/sectors, [Airport, Airline, and Academic] place a different emphasis on areas of human trafficking that are understudied. This finding is important because it reveals that aviation personnel focus exclusively on areas not covered in this study. For example, the location of human trafficking and the root causes of human trafficking were focused on more than training and awareness for aviation personnel.

Thus, with different aviation sectors, each have a unique perspective, and therefore, one unified training course could be created that includes personnel from all aviation sectors [Airport, Airline and Academic] in order to have more comprehensive human trafficking training. This finding supports the previous finding of the need for comprehensive human trafficking training. Additionally, one unified training course ensures that everyone is receiving the same training.

**Understudied Areas of Human Trafficking**

Aviation professionals when queried about understudied areas of human trafficking yielded a surprising finding. That finding did not revolve around the typical, response of education, awareness and training, but instead focused on social issues, supply and demand, interdiction at transportation points, and other action steps. This reflects a demographic that is more educated, is focused more on decision-making at the executive level and practical applications rather than theoretical concepts.
Absence of Human Trafficking Regulations and Training

Previously the aviation industry had no human trafficking training or regulatory oversight. However, there is presently some training being conducted, as well as several legislative initiatives underway. Two of the legislative initiatives specifically focused on aviation’s role in human trafficking, are:

- Secure our Skies of 2016
- Stop Trafficking on Planes (STOP)

However, these bills are not comprehensive in nature, as all aviation personnel are not covered in the bills. Specifically these bills focus on training for airline personnel. The training being conducted and even required are only for certain aviation personnel, such as flight attendants. More specifically, flight attendants are required to have human trafficking training, whereas other aviation personnel, such as airport directors and airport operations personnel, are not.

Operation Safe Harbor: Human Trafficking Training for Aviation Professionals

These findings funnel down to one common factor—that despite the need for a more comprehensive—holistic human trafficking training and recurrent training. Aviation personnel do not solely need training, but also need to know and understand the root causes of human trafficking, which is what this study reveals—where there is human insecurity, human trafficking can and will occur and our aviation system will be used as a means of transportation.
Despite this finding, aviation professionals want and need pragmatic, proactive steps to combat human trafficking via air. There is evidence that more training of human trafficking is needed in the aviation sector. This suggests a need for: a comprehensive-holistic training program related to human trafficking which would allow airports become *safe harbors*. This entails specific training for the aviation industry as a whole, which includes the various aviation sectors and covers a myriad of jobs within each sector. Therefore, the researcher developed the human trafficking curriculum outline. The training program is called, “Operation Safe Harbor: Human Trafficking Training for Aviation Professionals” and is divided into three modules. A copy of the training can be found in Appendix E.

While this research examined human trafficking via air through a theoretical perspective (human security theory), this training curriculum provides a practitioner-centered training. Operation Safe Harbor: Human Trafficking Training for Aviation Professionals offers airport executives the foundation to develop a human trafficking training course for their airport.

**Theory and Human Trafficking via Air**

Bringing the dissertation full circle to Human Security Theory is important to place the findings into theoretical context within the literature, while furthering scholarship on this topic. Human Security Theory suggests that in terms of international development, before economic, political and even cultural development is possible, members of any society must feel secure. Security, based on the theory, is measured in terms of economic, food, health, environmental, personal, communal, and political insecurity (United Nations 2009). For example, an individual’s human security is measured economically by
whether or not they are employed (United Nations 2009). Food security can be measured by whether or not an individual is experiencing hunger or famine (United Nations 2009). An example of health security is whether or not an individual has access to basic health care (United Nations 2009). Environmental security is measured through natural disasters or other resource depletion, whereas personal security is measured through domestic violence or child labor (United Nations 2009). Community security is measured through tensions among religion, and an example of political security is measured through whether or not human rights have been abused or repressed (United Nations 2009).

When a population is insecure, instability can occur. “Vulnerability is one of the great predictors of who ends up in slavery” (Bales 2015). During unstable conditions, economic, political and cultural systems cannot thrive. Thus, this instability makes illegal activities, coercion, and threats more likely. In this human insecure environment, people are more likely to be trafficked with promise of a better life and stability elsewhere.

Moreover, individuals and families are more likely to make decisions less logical regarding their own family and survival in such extreme stressful environments. In short, human insecurity becomes a breeding ground for human trafficking as insecurity rises, so does the possibility of being trafficked. Insecurity does not reside only in continents and countries far away from the United States. The same elements of human insecurity occur in pockets of society within the United States where the golden promises of opportunities have ceased to exist for many. For example, young American girls want the American dream, which for some are to join the social scene in Hollywood, which may be in the form of a model, an actress or a musician.
One breeding ground is to find the vulnerable pockets in the United States and prey on these girls. Traffickers determine, sometimes over time, the insecurities of these girls. Once those insecurities are discovered, traffickers then groom these girls (or boys) over time luring them under false pretenses. When insecurity strikes, and traffickers take advantage of the opportunities for oppression and capital gain, they often look for opportunities to whisk the person away quickly from the insecure environment. Anyone sending for this person may be too late to a secure environment.

Additionally, with lax or non-existent training, regulations and policies, it is difficult for aviation professionals to be aware of human trafficking and to intercept those being trafficked. Thus, the airline system becomes a fast and safe means to move enslaved people into and within the United States. Moreover, to combat human trafficking by air, and other modalities, it benefits the United States to remove insecurity both within the United States and also abroad to reduce the potential for the preconditions for human trafficking to exist.

**Future Research Opportunities**

Bales (2009) posits that there are The Three Rs (Research, Rescue, and Restore). This concept is important because one must conduct the research first to determine what is known in order to understand the gaps. Knowing these gaps allows them to be filled over time with knowledge, which can then be transformed into policy and action in order to rescue enslaved individuals and restore lives. One type of organization active in the fight against human trafficking is education, particularly administrators, faculty, staff, and students in colleges and universities. Part of the role of colleges and universities is to combat human trafficking by conducting research on the topic to help fill in these gaps
informing citizens, policymakers and practitioners on the issue through research based on data collection and analysis. Consequently, the researcher argues that there are many future research opportunities to aid in combating human trafficking, which include:

- Further analysis of means of transportation of human trafficking. Just as this dissertation studied human trafficking via air, similar studies should occur via land and sea. Also, the personnel across the various sectors of those industries should examined as well.

- Further examination of the relationship between failed/failing states (human insecurity) and human trafficking versus the human trafficking levels in a state that is successful. This would entail the theory of human insecurity by comparing failed/failed states within and between. Then, examine the extent to which the presence or advance of aviation transportation influences trafficking in either or both of failing/failed states.

- Further analysis of variable, such as sex, occupation, and wealth to determine the role of these variables in users of human trafficking. Socio-demographic factors, including the level of awareness, and people willing to take action to combat human trafficking. One items to examine is whether not human trafficking is a white, affluent, and educated cause or are other people ethnically equally interested and aware of this problem.

- Advocate and investigate measures to reexamine international law on human trafficking. For example, policy issued related to the fact that it may be in the United States best interest to prevent states from failing and to intervene areas
of instability around the world. One of the benefits to reducing instability be
the reduction in human trafficking from that countries of instability to other
countries, including the United States, of person trafficked. This could be
examined as human rights issue on whether or not to intervene.

- Investigate what role, if any, the Internet plays in terms of the solicitation of
  human trafficking domestically and internationally and its connection in the
  complete aviation human trafficking system.

- Examine what role each airport sector (TSA, gate agents, executive team,
  operations, law enforcement) can they, should they or do they play in
  combating human trafficking.

- Investigate how traffickers are able to break laws and policies and remaining
  under the radar. More specifically, complete a follow-up longitudinal study of
  the role of aviation in human trafficking, in particular targeting the aviation
  personnel.

- Examine what measures are needed to make airports a safe harbor, including
  the examining role of each aviation sector and how they would contribute.

- Examine the role international tourism plays in human trafficking in the top
  trafficking states within the United States and determine if their location is a
  factor in using aviation as a means of transportation.

- Analyze international cultural norms to determine the effects of human
  trafficking around the world, including into and within the United States.

- Analyze what role public policy and awareness has in combating human
  trafficking into and within the United States.
In order to combat human trafficking, specifically by air, it is important to examine current policies and encourage policy adoption. In an effort to influence action at airports, these facilities are the nexus of human trafficking flows into and within the United States.

**Study Limitations**

As is true of any research project, this dissertation has some limitations. First, the project focuses exclusively on aviation and non-aviation as a binary rather than other sectors of the transportation industry such as ground transportation, water, rail, etc. The study largely focused on responses from aviation personnel, but did not draw parallels and distinctions to non-aviation personnel, because the use of aircraft in human trafficking was the focus of this study. However, a future research opportunity would be to examine the two groups of participants to examine the similarities and differences, specifically to examine if job and education are factors in being aware of human trafficking. Similarly, the researcher, could have put a qualifying question on survey to indicate whether or not a participant was an aviation professional. If the participants were not, then they would be exited from the survey, whereas if the participants were, then they would move forward with the survey.

During the analysis, the research discovered the study participants considered “persons” to be “cases” for Research Question #1 [How many persons trafficked into [non-citizen 17,500] and within [citizens 41,700] the United States have been by air compared to land and sea since 2000?] and Survey Question #11, [what are some areas of Human Trafficking that have been understudied?]. The research question specifically states “how many persons.” However, the survey question asked “how many cases?”
Therefore, when many people think of human trafficking, it is often referred to in terms of individual cases rather than situations of human trafficking that may involve a number of persons.

The third limitation of this study was at the beginning of the coding phase for the survey data, the researcher coded the overall participants by each question, as opposed to breaking out each group of aviation [Airport, Airline and Academic] vs. non-aviation and then further examining and coding each question. This is a limitation due to how the research coded the questions versus how another researcher would determine how to code the questions.

Finally, the fourth limitation was the researcher did not capture specific groups of survey participants. For example, this study focused more on aviation personnel, but did not specify segments of the airline industry. Results were discussed in terms of “airline personnel” rather than pilot, flight attendant, gate agent, and dispatch for example. Thus, the researcher was not able to be more specific in terms of reporting data that reveals what segment of the airline industry a survey participant may work.

Call to Action

While this research project was not without data collection challenges, it attempted to bridge the gap between the highly-regulated aviation industry and the second most prolific international crime—human trafficking. There is an irony in that the United States aviation industry is highly regulated, yet traffickers find using the United States airways systems an effective means of transport since there is no consistent federal policy in place that educates people to prevent this illegal use of the system. It is with this
research that a foundation can be built to study aviation’s role in human trafficking so that such policies can be developed and enforced.

It is time to stop, or at minimum reduce, aircraft from being a mode of transportation to enable this horrific crime. Enslavement did not end when it was legally abolished in the United States and globally; instead, it went underground. With ubiquitous technology available today, human trafficking is larger now than it has ever been in human history (Bales 2007; Bales and Cornell 2008; Bales and Soodalter 2009). With human trafficking rising, protocols should be implemented and known to individuals, which requires education and awareness are important, that allows a person who has been lured under false pretense to feel safe. It allows a person to know that should it happen to them, they will be rescued should they make it to that location. A prime location for such a “safe harbor” is airports.

Currently, airports are placing stickers with contact information for those who are being trafficked to call, if they are at the airport. However, as this trend is growing in airports, traffickers will become, if they are not aware, and not permit those being trafficked in restrooms. Thus, much more needs and should be developed to provide a great opportunity of saving a life. For example, Atlanta-Hartsfield International Airport has a large pop-up poster in one of their intersections of their terminal and placards inside the bathrooms by the sinks and mirrors. Another example are the stickers found on the inside of bathroom stall doors with information to report human trafficking at the McCarran International Airport. These are steps in the right direction, but it reflects the “education and awareness” component for passengers rather than being the “safe harbor” and escaping human trafficking.
“As any mariner in a storm knows, it is always good to have a safe harbor nearby” (DeStefano 2008, 146). Every airport in the United States should be that “safe harbor” for those who are being trafficked. Consider the plight of a trafficked person who arrived at the airport, greeted by friendly passengers, made it through check-in, and through security screening and all the way to gate and onto a plane and not one person reported any suspicious activity that would help save that individual. Each person encountered could be armed with knowledge and resources to recognize the signs of trafficking.

Instead, the trafficking victim made it onto the plane, into another country and passed by countless airport employees before exiting the airport into enslavement, without being noticed. This is exactly what occurred to Christine, whose story was told in Chapter 1.

Christine was an American girl who was trafficked throughout the United States and one of her modes of transportation was via air.

Consequently, presently airport is “safe harbors” for traffickers as they are successfully able to traffick individuals through airports without being notice. However, imagine if all aviation professional were trained to spot individuals to who are being trafficked and rescue them. Christine could have been rescued and saved from 20 years of abuse. Airports would then become a place for enslaved individuals to feel safe, because if they know that people are trained to help them, if they could make it to the airport, and they could make it out of slavery. It is time to stop our airports from being used as “safe harbors” for traffickers for this prolific crime, but instead become a safe harbor for victims. When this transition occurs, human trafficking ceases “Flying Under the Radar.”
Survey Questions. HT: Dissertation

**Timeframe:** Winter 2016  
**Sites:** SurveyMoney (posting on various social media platforms and sending emails)

**Defining:**
1. How do you define human trafficking?

2. How did you first learn of human trafficking?  
   - Television  
   - Brochure  
   - Billboard  
   - Hotel Material  
   - Word of Mouth  
   - Travel Guide  
   - Website  
   - Twitter  
   - Facebook  
   - Instagram  
   - Pinterest  
   - Email  
   - School  
   - Conference

**Survivors/Victims:**
3. Are you a survivor/victim?  
   a. If yes, could you please share your story:

Amber L. Hulse, A.B.D.  
The University of Southern Mississippi
4. In what capacity do you work with survivors/victims, if any? Check all that apply.
   - Aviation
     - Airport
     - Airline
     - Academic
   - Social work
   - Non-profit
   - Researcher
   - Governmental organization
   - Other industry: __________________________
   - Prefer not to answer

5. How many cases are you aware of any survivors/victims being transported via the following modalities:
   a. Land: ______
   b. Sea: ______
   c. Air: ______
   d. Other: ______

6. Have you worked with any aviation industry personnel on human trafficking? If so, please discuss to what extent. ______

**Future:**

7. What is the most important item needed to eliminate Human Trafficking?
   - Education and Awareness
   - Domestic multi-governmental collaboration
   - International multi-governmental collaboration
   - Non-governmental organization taking the lead
   - Grants/research/money
   - Strict sentencing when prosecuted
   - Harmonious consequences among all nations

8. What are some areas of Human Trafficking that have been understudied and why?
Survey Questions. HT: Dissertation

9. What are your personal, and professional, immediate and long-term goals for Human Trafficking?
   ▶ Personal:
     ▶ Immediate. ______________________
     ▶ Long-term. ______________________
   ▶ Professional:
     ▶ Immediate. ______________________
     ▶ Long-term. ______________________

Background:
10. In what year were you born?
    □ Year of birth: ______
    □ Prefer not to answer.

11. In what country do you currently reside:
    □ Country of residence: ______________________
    □ Prefer not to answer

12. What is your ethnicity?
    □ White/Caucasian
    □ Mixed/Multiple Ethnic Groups
    □ Asian/Asian British
    □ Black/African/Caribbean/Black British
    □ Prefer not to answer
    □ Other ethnic group: ______________________

13. What is your sex?
    □ Male
    □ Female
    □ Prefer not to answer

14. What is your current employment industry?
    □ Aviation
      ▶ Airport
      ▶ Airline
      ▶ Academic
    □ Social work
    □ Non-profit
    □ Researcher
    □ Governmental organization
    □ Other industry: ______________________
    □ Prefer not to answer
15. Highest degree or level of school completed?
☐ Primary education
☐ Secondary education
☐ BS/BA degree
☐ MS/MA degree
☐ Professional or doctoral degree
☐ Prefer not to answer

16. What is your currency?
☐ Dollars (USD)
☐ Canadian Dollar (CAD)
☐ Australian Dollar (AUD)
☐ Euro (EUR)
☐ British Pound (GBP)
☐ Japanese Yen (JPY)
☐ Indian Rupee (INR)
☐ Prefer not to answer.
☐ Other currency: ______________________

17. What is your average annual household income range?
☐ 20,000 and under
☐ 20,001-50,000
☐ 50,001-100,000
☐ 100,001-150,000
☐ 150,001-200,000
☐ 200,001-250,000
☐ 250,001-300,000
☐ 300,001-350,000
☐ 350,001-400,000
☐ 400,001-450,000
☐ 450,001-500,000
☐ 500,001 and over
☐ Prefer not to answer

18. Please write any additional comments you might have.

______________________________
Survey Questions. HT: Dissertation

***The end of this survey in SurveyMonkey, the survey lands on a new survey page where participants are able to volunteer and opt-in for an interview by providing contact information. This separate instrument allows anonymity to be kept between the two instruments, protecting the human subjects.
1. THANK YOU for taking this survey to further human trafficking research into and within the United States.

If you are willing to be interviewed further on this topic, please provide your contact information below. Please note that the contact information you provide is in NO WAY linked to the survey you just completed.
APPENDIX B – Plan B: Interview Instrument

Interview Questions. HT: Dissertation

Timeframe: Winter 2016
Sites: Various locations, USA and various methods (phone, video-conferencing and face-to-face).

Background:
1. Could you tell me a little bit about yourself?
2. How would you define human trafficking?
3. What are your feelings about Human Trafficking?
4. What drives your passion for combatting Human Trafficking, if anything?

Survivors/Victims:
5. To what extent do you work with survivors/victims?
6. Are you aware of any survivors/victims being transported via aircraft? If so, could you please elaborate on his/her story?

Human Trafficking & Aviation:
7. Could you please tell me about how aviation/aircraft are used in Human Trafficking?
8. Have you worked with any aviation industry personnel on human trafficking? If so, please discuss to what extent.

Funding:
9. Please explain the research funding sources available for Human Trafficking in the US?
10. How are these funds prioritized in their use? Please walk me through a typical process.

Visitor/Audience:
11. When writing, who is your typical audience?
12. Has this audience changed over time? If so, how?
13. What is the most important impression you want your readers to take away from your publications?
14. Does audience’s feedback alter the direction you take when you embark on a new project?

Future:
15. How and why does Human Trafficking continue?
16. What is needed to eliminate Human Trafficking?
17. What are some areas of Human Trafficking that have been understudied and why?
18. What are your personal and professional immediate and long-term goals for Human Trafficking?
APPENDIX C – IRB Approval Letter

INSTITUTIONAL REVIEW BOARD
118 College Drive #5147 | Hattiesburg, MS 39406-0001
Phone: 601.266.5997 | Fax: 601.266.4377 | www.usm.edu/research/institutional.review.board

NOTICE OF COMMITTEE ACTION

The project has been reviewed by The University of Southern Mississippi Institutional Review Board in accordance with Federal Drug Administration regulations (21 CFR 20, 111), Department of Health and Human Services (45 CFR Part 46), and university guidelines to ensure adherence to the following criteria:

- The risks to subjects are minimized.
- The risks to subjects are reasonable in relation to the anticipated benefits.
- The selection of subjects is equitable.
- Informed consent is adequate and appropriately documented.
- Where appropriate, the research plan makes adequate provisions for monitoring the data collected to ensure the safety of the subjects.
- Where appropriate, there are adequate provisions to protect the privacy of subjects and to maintain the confidentiality of all data.
- Appropriate additional safeguards have been included to protect vulnerable subjects.
- Any unanticipated, serious, or continuing problems encountered regarding risks to subjects must be reported immediately, but not later than 10 days following the event. This should be reported to the IRB Office via the “Adverse Effect Report Form”.
- If approved, the maximum period of approval is limited to twelve months. Projects that exceed this period must submit an application for renewal or continuation.

PROTOCOL NUMBER: 12345678
PROJECT TITLE: How to Achieve IRB Approval at USM
PROJECT TYPE: New Project
RESEARCHER(S): Jonas Doe
COLLEGE/DIVISION: College of Education and Psychology
DEPARTMENT: Psychology
FUNDING AGENCY/SPONSOR: NIA
IRB COMMITTEE ACTION: Expedited Review Approval
PERIOD OF APPROVAL: 01/02/2015 to 01/01/2016

Lawrence A. Hosman, Ph.D.
Institutional Review Board
APPENDIX D – U.K. Interview Instrument

Interview Questions. HT: UK Pilot Research

**Timeframe:** Summer 2015  
**Sites:** Various UK

**Background:**
1. Could you tell me a little bit about yourself?  
2. What are your feelings about Human Trafficking?  
3. What drives your passion for combating Human Trafficking?

**Awareness**
4. How and why does Human Trafficking continue?  
5. What is needed to eliminate Human Trafficking?  

**Human Trafficking & Aviation**
7. Could you please tell me about how aviation/aircraft are used in Human Trafficking?  
8. Have you worked with any airlines on human trafficking? If so, please discuss to what extent.

**Funding:**
9. Please explain the research funding sources available for Human Trafficking in the UK?  
10. How are these funds prioritized in their use? Please walk me through a typically process.

**Visitor/Audience:**
11. When writing, who is your typical audience?  
12. Has this audience changed over time? If so, how?  
13. What is the most important impression you want your readers to take away from your publications?  
14. Does audience’s feedback alter the direction you take when you embark on a new project?

**Future:**
15. What are some areas of Human Trafficking that have been understudied and why?  
16. What are your personal, and professional, immediate and long term goals for Human Trafficking?
APPENDIX E – Operation Safe Harbor: Human Trafficking Training

for Aviation Professional

Curriculum

Operation Safe Harbor: Human Trafficking Training for Aviation Professionals

This Human Trafficking Training will require eight contact hours. This training includes a comprehensive assessment, which may, at the discretion of the training provider, require a satisfactory score to earn a certificate of completion of Human Trafficking Training. It is recommended that one hour of additional training and/or discussion with the Trainer be required for attendees not meeting the minimum score for the assessment. Should the trainee aspire to earn the Operation: Safe Harbor Advocate Certification, please contact the creator of this training program.

MODULE 1: Understanding Human Trafficking — 3 hours.

A. Review of intended audience
   a. Airport
   b. Airline
   c. Aviation Academics

B. Significance of training,
   a. Use of air as a current means of transportation of victims
   b. Awareness
   c. Interdiction
   d. Reduced trafficking via air

C. New Employees vs. recurrent training,
   a. New employees
   b. Recurrent training

D. Defining Human Trafficking,
   a. Human Trafficking vs. historical slavery
   b. Human Trafficking vs. smuggling
   c. Act, means, and purpose
   d. Myths

E. Forms of Human Trafficking,
   a. Sex trafficking
   b. Child sex trafficking
   c. Forced labor
   d. Bonded labor or debt bondage
   e. Domestic servitude
   f. Forced child labor
   g. Unlawful recruitment and use of child soldiers
F. Human Trafficking Legislation and Laws.
   a. Historical perspective of human trafficking legislation
   b. Current human trafficking legislation
   c. Aviation specific legislation

G. Recruitment.
   a. Who are the individuals being trafficked?
      i. Job opportunities
      ii. Vulnerabilities
         1. Human Security Theory (risk factors)
         2. Culture
   b. Defining the traffickers
   c. Venues/location
   d. Common terminology

H. Human Trafficking in the United States.
   a. USA ranking internationally
      i. TIER Ranking
      ii. Current stats on slavery
   b. Governmental and non-governmental actions

MODULE 2: Human Trafficking in Aviation—3 hours

A. Defining Human Trafficking in Aviation.
   a. Human Trafficking in Aviation vs. other modalities
   b. Example of Traffickers using Aviation

B. Examining Human Trafficking from various perspectives, including using one scenario and detailing it from each perspective.
   a. Airport
      i. Airport Executive
      ii. Airport Operations
      iii. Maintenance
      iv. Public Safety
      v. Air Traffic Control
      vi. Customer Service
      vii. Concessions
      viii. Contracted Employees
b. Airline
   i. Airline Executive
   ii. Pilot
   iii. Flight Attendant
   iv. Operations Agent
   v. Flight Dispatcher
   vi. Crew Schedule Coordinator
   vii. Ramp Agent
   viii. Airline Station Agent
   ix. Airline Ticket Agent

c. Aviation Academic
   i. Administrator
   ii. Faculty
   iii. Staff
   iv. Student

**MODULE 3: CALL TO ACTION — 1 HOUR**

A. Recognizing the signs
   a. The Top Ten Red Flags
      i. Living with employer
      ii. Poor living conditions
      iii. Multiple people in cramped space
      iv. Inability to speak to individuals alone
      v. Answers that appear to be scripted and rehearsed
      vi. An employer holding identity documents
      vii. Signs of physical abuse
      viii. A submissive or fearful person
      ix. A person unpaid or paid very little
      x. A person under 18 and in prostitution

b. Targeted Questions to Ask Victims
   i. Can you leave your job if you want to?
   ii. Can you come and go as you please?
   iii. Have you been hurt or threatened if you tried to leave?
   iv. Has your family been threatened?
   v. Do you live with your employer?
   vi. Where do you sleep and eat?
   vii. Are you in debt to your employer?
   viii. Do you have your passport/identification? If not, who has it?

c. Terms and phrases to avoid when interviewing victims
B. Awareness and prevention.
   a. Traditional awareness methods
   b. Human Trafficking Prevention
      i. Evolving from prevention to predictive
   c. Consumer goods
      i. Slavery Footprint—www.slaveryfootprint.org
         1. Fair Trade
         2. Cocoa Initiative

C. Reporting
   a. National Human Trafficking Hotline—1.888.373.7888
   b. State Human Trafficking Agencies
      i. Human Trafficking Task Force
      ii. Human Trafficking Court

D. Getting involved
   a. Become an Advocate
   b. Join an anti-Human Trafficking organization targeted toward aviation
   c. Raise awareness through education
   d. Human Trafficking research

E. Discussion
   a. Scenarios
      i. Trainer led scenarios
      ii. Aviation professionals exercise provided by Trainer
   b. Debrief of scenarios and exercise and lessons learned

**Human Trafficking Assessment—1.5 hours**
—70 questions
—multiple-choice and scenario-based questions on human trafficking and aviation
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