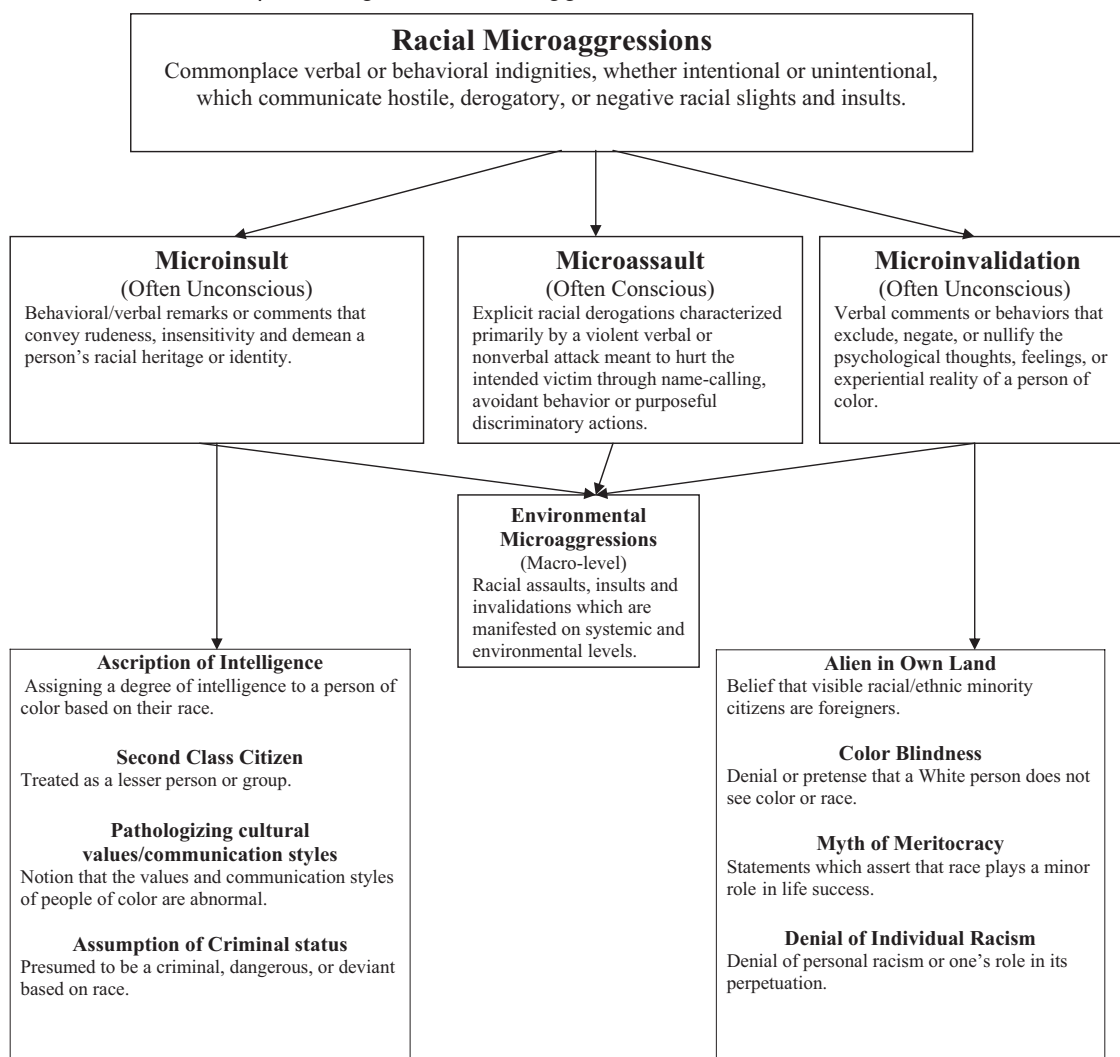


Figure 1
Categories of and Relationships Among Racial Microaggressions



nearly everyone born and raised in the United States inherits the racial biases of the society, and that the most accurate assessment about whether racist acts have occurred in a particular situation is most likely to be made by those most disempowered rather than by those who enjoy the privileges of power (Jones, 1997; Keltner & Robinson, 1996). According to these findings, microaggressions (a) tend to be subtle, indirect, and unintentional, (b) are most likely to emerge not when a behavior would look prejudicial, but when other rationales can be offered for prejudicial behavior, and (c) occur when Whites pretend not to notice differences, thereby justifying that “color” was not involved in the actions taken. Color blindness is a major form of microinvalidation because it denies the racial and experiential reality of people of color and provides an excuse to White people to claim that they are not preju-

diced (Helms, 1992; Neville, Lilly, Duran, Lee, & Browne, 2000). The flight attendant, for example, did not realize that her “not seeing color” invalidated both passengers’ racial identity and experiential reality.

Dilemma 3: Perceived Minimal Harm of Racial Microaggressions

In most cases, when individuals are confronted with their microaggressive acts (as in the case of the flight attendant), the perpetrator usually believes that the victim has overreacted and is being overly sensitive and/or petty. After all, even if it was an innocent racial blunder, microaggressions are believed to have minimal negative impact. People of color are told not to overreact and to simply “let it go.” Usually, Whites consider microaggressive incidents to be