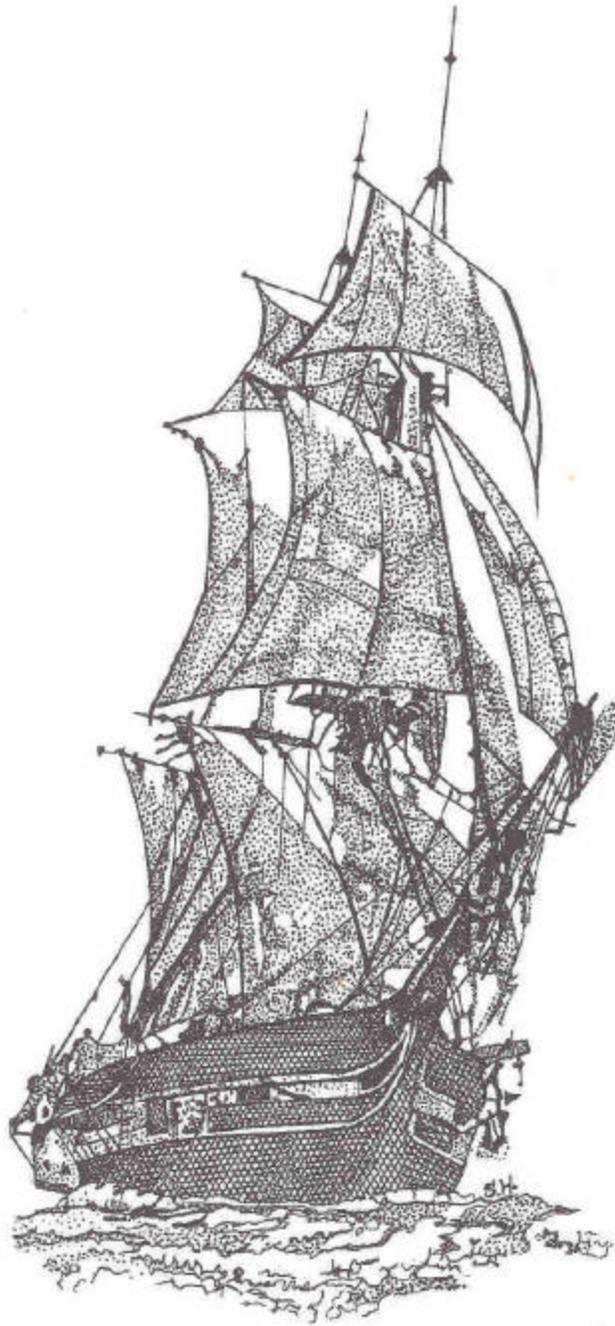


**ORANGE  
COUNTY  
GRAND  
JURY**



**The Pilgrim at Dana Point Harbor**

**FINAL  
REPORT  
2002-2003**

**John Wayne Airport Security  
APRIL 28, 2003**

# JOHN WAYNE AIRPORT SECURITY

## SUMMARY

The 2002–2003 Orange County Grand Jury began reviewing the John Wayne Airport (JWA) security operations in August 2002 with concerns regarding the safety of air travelers within the County. During the study process, a series of national events occurred which heightened the security awareness by JWA, to meet Homeland Security issues.

Security at JWA is a shared responsibility of the Airport Administration, the Transportation Security Administration (TSA), and the air carriers. JWA relies on the Orange County Sheriff's Department (OCSD) to fulfill its security obligation. Breaches of security at Boston and New York airports in September 2001 and the incident at Los Angeles International Airport (LAX) in July 2002 emphasized the need for intensified security measures.

Orange County is meeting, or exceeding, the security requirements mandated by Federal agencies in capability, responsiveness and implementation. All of the costs associated with increased security requirements are being paid out of operating funds and federal grants.

In response to Federal requirements, JWA, which is owned by the County of Orange, was the first of the fifty largest airports to complete the installation of a fully operational in-line baggage screening system. The airport security staff has been significantly increased since September 11, 2001.

## INTRODUCTION

The 2002–2003 Orange County Grand Jury reviewed areas where effective security controls are needed at JWA. During the period of this study, JWA management was actively implementing changes necessitated by the events of 9/11/01.

The significant modifications in security at JWA are:

- Pre 9/11/01
  - Security services provided by OCSD
  - Private security personnel under contract to the airlines provided passenger screening at the terminal gates.
- Post 9/11/01
  - Vehicle security check points staffed by OCSD
  - Airport access road security services staffed by OCSD
  - Passenger and baggage security screening services provided by TSA
  - Canine Explosive Detection Teams handled by OCSD
  - Significant increases in security related capital improvements

## **METHOD OF STUDY**

- Examined security procedures for the processing of baggage, cargo, vendors, contractors, sub-contractors, fuel suppliers and supplies at John Wayne Airport.
- Reviewed JWA operations including security issues with airport staff.
- Discussed the TSA security requirements that affect the county.
- Toured and inspected the JWA facilities to identify areas of concern about security issues.
- Reviewed security issues with OCSD personnel at the airport.
- Conducted an evaluation of potential security hazards.
- Identified areas that might be improved by additional precautions or modifications to existing practices.
- Reviewed the airport grounds and operations within the terminal.

## **BACKGROUND**

The Grand Jury became aware of increased emphasis on all aspects of security at major airports throughout the world, but in particular in the United States. Breaches of security at Boston and New York airports in September 2001, and the incident at Los Angeles International Airport (LAX) in July 2002 gave rise to the need for additional security measures. JWA is the only airport in Orange County providing both commercial passenger and cargo service. This facility is the primary provider of general aviation services in the county. It is also home to local law enforcement aircraft and medical mercy flights. Over 7.9 million passengers arrived at and/or departed from JWA during 2002. This number is predicted by JWA to increase to 10.8 million by 2015. Passenger flights are projected to increase to 140 per day by late 2003 and to 175 by 2015.

Passenger and baggage screening are now the responsibility of the TSA with the support of OCSD personnel. In 2002, a grant for \$10 million was provided by the Federal Aviation Administration (FAA) for capital improvements. JWA provided an additional \$12 million for capital improvements. TSA provided the baggage screening equipment. The facilities, the utilities and the maintenance services to support these screenings are provided by JWA. The airport perimeter and all areas outside of the immediate terminal are the direct responsibility of JWA management and OCSD. Continued planning and vigilance is necessary to minimize security risks.

JWA management not only meets security design and operational requirements mandated on them, but strives to exceed the requirements where practical. The interior areas and physical surroundings, including fencing structures and surveillance camera coverage, were reviewed for appropriate security measures. Advanced technology recognition equipment was reviewed and discussed. For security reasons the specific placement of surveillance camera coverage and specific improvements in physical fencing alterations are not listed in this report.

Access level badges for JWA staff, government personnel, visitors, contractors and vendors were evaluated and discussed with Airport Management security to insure that the correct level of badges were issued to the appropriate personnel. Each security badge allows access to specific areas as approved by JWA management.

The new security requirements necessitated an increase of 450 TSA and OCSD personnel to provide additional twenty-four hours a day and seven days a week security. The increased personnel significantly adds to the overall security costs.

Revenues have been impacted by two significant changes. JWA lost 217 parking spaces within the terminal area to house the new in-line baggage screening detection equipment resulting in a revenue loss of approximately \$1 million dollars for the year 2002. Maintenance and utility costs for operating the new in-line baggage screening detection system is estimated to be \$3.2 million dollars annually. Airport user fees will be adjusted to recover the increase in operating costs.

JWA was the only facility of the fifty largest national airports to complete the TSA mandated installation of a fully operational in-line baggage screening system by the target date of December 31, 2002. Security must always be balanced against unnecessary intrusions on individual rights, and JWA has taken a reasonable and expeditious approach to accomplish this balance.

## **FINDINGS**

Under *California Penal Code* Section 933 and Section 933.05, responses are required to all findings. The Orange County 2002-2003 Grand Jury arrived at six findings:

1. The airport security procedures for personnel are being updated.
2. Fencing in some areas requires additional modifications to enhance security.
3. Additional and/or re-positioning of surveillance camera coverage is needed in some areas.
4. Advanced technology in the areas of personnel security and identification is being considered and/or being implemented.
5. The addition of the new in-line baggage screening detection system has increased the maintenance cost.
6. The loss of income from 217 parking spaces will be approximately \$1 million dollars annually.

Responses to Findings 1 - 6 are requested from the JWA and required by the Board of Supervisors.

## RECOMMENDATIONS

In accordance with *California Penal Code* Section 933 and Section 933.05, each Recommendation must be responded to by the government entity to which it is addressed. These responses are to be submitted to the Presiding Judge of the Superior Court. Based on the findings, the 2002-2003 Orange County Grand Jury recommends that:

1. JWA continue to update the security procedure for access badges and advanced technology systems. (Findings 1 and 4)
2. JWA assess and upgrade the fencing requirements as required to insure the coverage is adequate within and around the airport perimeter. (Finding 2)
3. JWA review the effectiveness of current surveillance camera coverage and implement additional units or reposition equipment as required. (Finding 3)
4. JWA review the existing budget and forecasts to take into account the loss of parking revenue, additional Sheriff personnel costs, maintenance and electrical costs for the in-line baggage screening equipment. (Findings 5 and 6).

Responses to Recommendation 1 - 4 are requested from JWA and required from the Board of Supervisors based upon the Findings 1 - 4