



County of Orange
California

James D. Ruth
Interim
County Executive Officer

July 9, 2003

Carlos N. Olvera, Foreman
FY 02/03 Grand Jury
Superior Court of California
700 Civic Center Drive West
Santa Ana, CA 92702

Subject: Response to Orange County Grand Jury Report, "John Wayne
Airport Security"

Dear Mr. Olvera:

Per your request, and in accordance with Penal Code 993, enclosed please find the County of Orange response to the subject report as approved by the Board of Supervisors. If you have any questions, please contact Frank Kim at the County Executive Office who will either assist you or direct you to the appropriate individual.

Respectfully,

A handwritten signature in cursive script that reads "James D. Ruth".

James D. Ruth, Interim County Executive Officer

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**RESPONSE TO THE ORANGE COUNTY GRAND JURY
REPORT ON JOHN WAYNE AIRPORT SECURITY**

FINDINGS

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

RECOMMENDATIONS

1. JWA continue to update the security procedure for access badges and advanced technology systems. (Findings 1 and 4)
Response: The recommendation has been implemented.

Explanation: John Wayne Airport (JWA) security procedures for personnel are constantly being updated and refined in order to address threat levels and Transportation Security Administration (TSA) directives.

Procedures are evaluated and modified as necessary to meet or exceed mandates issued by the TSA and, as otherwise needed, based on intelligence information from state, federal and local agencies. JWA, Airport Police Services (Orange County Sheriff – OCSD) and TSA staff meets often, sometimes daily, to discuss policies and procedures as new intelligence information or directives are received. The Airport and Airport Police Services, via the Terrorist Early Warning Group (TEWG) and the Joint Terrorism Task Force (JTTF), maintain a cooperative working relationship with local, state and federal agencies, such as the Federal Bureau of Investigation (FBI). The JWA Airport Security Coordinator, TSA, FBI, and Airport Police have established a close working relationship and meet regularly to discuss security issues and share intelligence information. Security awareness training is conducted with tenants and staff at least monthly and more frequently as necessary.

John Wayne Airport has recently completed a replacement of its Alarm and Access Control System (AACS), Closed Circuit Television System (CCTV), and Emergency Telephone System (ETS). All three of the newly installed systems incorporate state of the art technology and are fully integrated into a central control point that is staffed 24 hours a day by Airport Police Services. The new system is compatible with advanced identification technology such as hand print geometry, fingerprint, facial recognition and iris scans.

2. JWA assess and upgrade the fencing requirements as required to insure the coverage is adequate within and around the airport perimeter. (Finding 2)

Response: The recommendation has been implemented.

Explanation: The fencing at John Wayne Airport was assessed and evaluated prior to the Grand Jury investigation. While all fencing met or exceeded TSA requirements, enhancements in some areas were determined to be appropriate. Those portions of the fencing that needed modifications, added fence height, barbed wire or other security improvements, have been modified and are therefore, completed. In addition, modifications have taken place to increase surveillance capabilities through technology. Further description of the plans would not be prudent as it could compromise security.

3. JWA review the effectiveness of current surveillance camera coverage and implement additional units or reposition equipment as required. (Finding 3)

Response: The recommendation has been implemented.

Explanation: John Wayne Airport has recently completed a replacement of its Alarm and Access Control System (AACS), Closed Circuit Television System (CCTV), and Emergency Telephone System (ETS). As part of the CCTV installation, additional units were installed to greatly enhance coverage.

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)

Response: The recommendation has been implemented.

Explanation: The new in-line 100% baggage screening system at John Wayne Airport is considerably more complex and larger than the previous baggage belt system, which did not have screening detection capabilities. The length of the bag belt system more than doubled and the belts are now over 9,000 feet in length. The size, complexity, and the computer-controlled components require additional maintenance and utility costs.

In order to install the federally mandated in-line 100% baggage screening system, it was necessary to displace 217 parking spaces from the areas adjacent to the Thomas F. Riley Terminal Building. The loss of revenue from these parking spaces will be approximately \$1 million annually. There is no ability to recapture those spaces without the construction of a new parking structure or parking lot. JWA continues to maintain adequate parking for patrons of the Airport. JWA will continue to seek compensation for the lost revenues and capital expenditures from the Transportation Security Administration (TSA) and the Federal Aviation Administration (FAA). As an enterprise fund, JWA does not receive any General Fund monies and must generate revenues commensurate with its expenses. Costs have been re-evaluated and user fees to tenants have been adjusted to ensure that adequate revenues are generated.