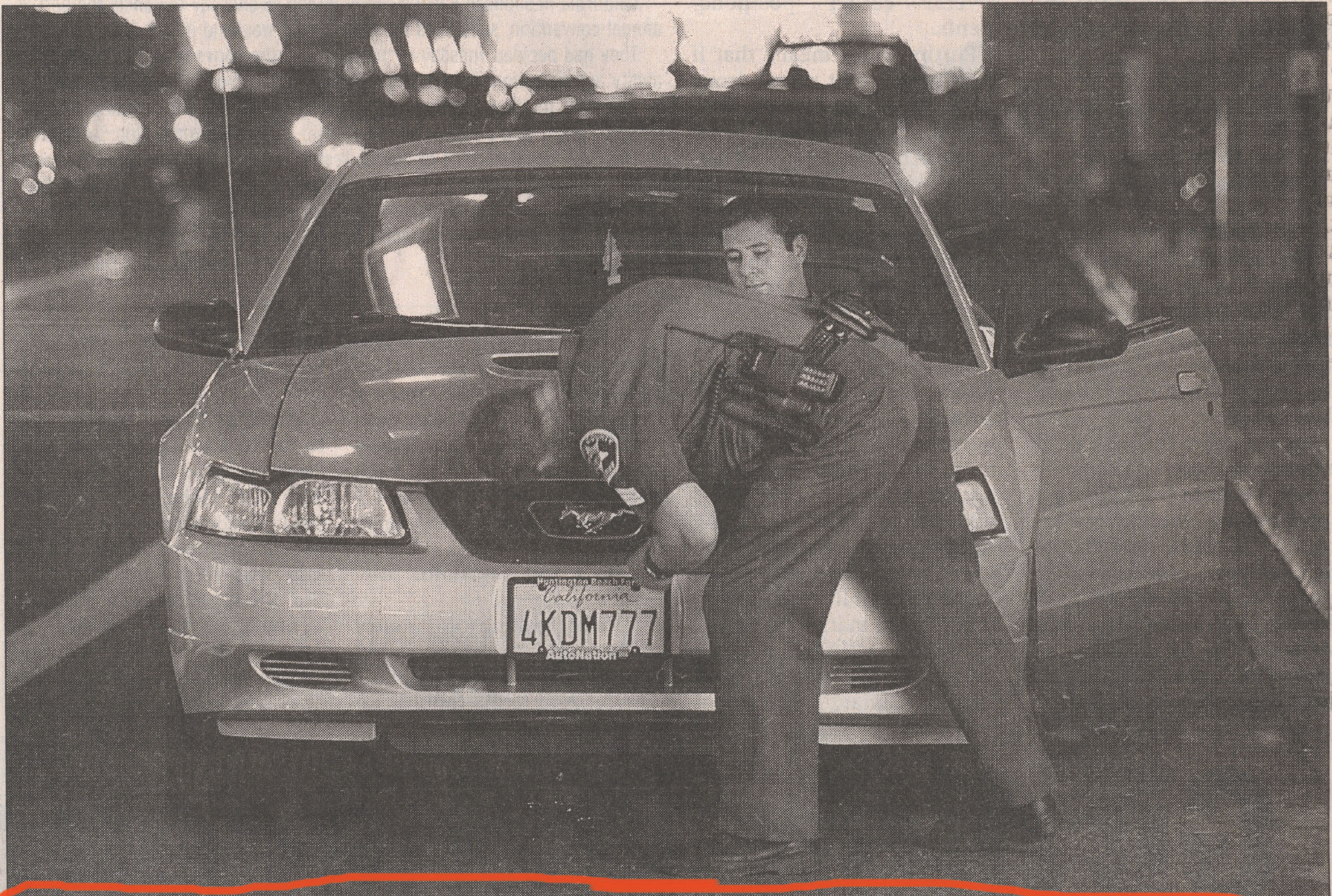


This news article from The Register, Orange County, California shows Jim Wagner and a fellow deputy searching for explosives the day after 9/11. Because of his Middle East counterterrorism training he was put in charge of the main check point of John Wayne Airport and gave a briefing to FBI and airport officials.

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SHERIFF'S SGT. JIM WAGNER searches a rental car returned to John Wayne Airport • Photo: Jebb Harris / The Register



Aviation security under scrutiny

There have been numerous warnings about airline security.

1993: Department of Transportation investigators show that aviation security is lax. In 1999, they detect identical problem and say that the FAA has been slow to act.

1996: White House Commission on Aviation Safety and Security develops 20 recommendations to improve security. So far, implementation has been slow.

1996: Federal Aviation Reauthorization Act directs FAA to certify screening services. Progress has been slow. Quality of screening even worsened, GAO report shows.

1997: The White House commission says that aviation security is "a national security issue." Its funding should be improved. But who should pay is still debated. FAA estimates that \$9.9 billion is needed in the next 10 years. Its entire 1999 budget for security is \$275 million.

April 2000: U.S. aviation security is weak, GAO warns. Main problems: complacency, poor screening, computer problems.