

POST 911 AND THE CHANGES THAT WERE IMPLEMENTED TO INSURE SAFETY WHEN TRAVELING

Air Travel

Perhaps the most immediate and obvious changes after the attacks took place in U.S. airports. Two months after the attacks, Congress federalized airport security by passing the **Aviation and Transportation Security Act**, which created the Transportation Security Administration. Prior to 9/11, security had been handled by each airport, which outsourced to private security companies. The new TSA implemented procedures that included stricter guidelines on passenger and luggage screening. Only ticketed passengers could go through security, and an ever-changing array of machinery and procedures were introduced to scan for weapons and destructive items. As new threats were discovered after 9/11, new procedures were introduced, including removing shoes and banning liquids.

Airplanes themselves also underwent major overhauls: Fortified cockpit doors were introduced, and first-class cabin curtains were dropped by some airlines. Pilots can now apply to become a **federal flight deck officer**, allowing them to carry a loaded gun and act as a federal officer aboard the plane.

In order to offset the added security costs, a "**Sept. 11 fee**" was tacked onto passengers' tickets, with the TSA collecting nearly \$15 billion collected over nine years. Airlines also had to give some of their luggage screening budget to help offset costs as well. Air carrier fee collections amounted to \$2.9 billion between 2002 and 2010.

Government

While the **Patriot Act** may be the most recognizable piece of legislation relating to Sept. 11, more than 130 pieces of 9/11-related legislation were introduced in the 107th Congress in the year after the attacks, with 48 bills and resolutions approved or signed into law. Along with the Aviation and Transportation Security Act, they included the **Enhanced Border Security and Visa Entry Reform Act**, which required the State Department and Immigration to share visa and immigrant data with each other. Subsequent years brought the release of the **Post-9/11 G.I. Bill**, which gave educational funding to soldiers, and the **James Zadroga 9/11 Health and Compensation Act of 2010**, providing \$4.2 billion for the health of people who worked at Ground Zero during and after the attacks.

Air Travel Was Transformed

One of the most disturbing aspects of the 9/11 attacks was that 19 al Qaeda hijackers were not only able to board commercial aircraft with crude weapons but also force their way into the cockpit. It

was clear that 9/11 was both a failure of America's intelligence apparatus to identify the attackers and a failure of airport security systems to stop them.

Even though there had already been a handful of high-profile hijackings and bombings of commercial planes, including the tragic 1988 bombing of Pan Am Flight 103 over Lockerbie, Scotland, security was not a high priority for airlines before 9/11, says Jeffrey Price, a professor of aviation and aerospace science at Metropolitan State University and a noted aviation security expert.

"Airports had security departments and employees wore badges and they did screenings, but none of it was nearly at the level of what we do today," says Price.

Before 9/11, people didn't have to have a ticket to wander around the airport or wait at the gate. No one checked passengers' IDs before boarding the plane. And the only item people had to remove when passing through security was loose change from their pockets. Price says that most airports didn't bother running background checks on their employees, and checked baggage was never scanned.

All of that changed with the creation of the Transportation Security Administration, an entirely new federal agency authorized by Congress in November of 2001.

"It was an extraordinary undertaking," says Price. "They tried to create the ultimate aviation security system from scratch. Within a year, TSA had well over 50,000 employees."

In addition to an army of blue-uniformed screeners, TSA introduced U.S. travelers to extensive new security protocols. Tickets and photo IDs became required to get through the screening area. Laptop computers and electronics had to be removed from carry-on bags. Shoes were taken off. Liquids were restricted to three-ounce containers. And conventional X-ray machines, which only detected metal objects, were eventually replaced with full-body scanners.

TSA officers were also trained in "behavior detection" to recognize a list of actions considered suspicious—gripping baggage tightly, appearing confused and disoriented, signs of a recently shaved beard—that would flag a traveler for additional screening. Behind the scenes, the FBI's new Terrorist Screening Center compiled a Terrorist Watch List of hundreds of thousands of individuals, around 6,000 of whom were placed on a "No Fly" list, including 500 Americans.

Architecture

The International Code Council released post-9/11 building code suggestions to make skyscrapers safer and able to withstand similar incidents — at least long enough to evacuate occupants. Changes include more stairways for structures taller than about 42 stories, elevators that can be used during emergencies, higher fire-resistance and impact-resistant walls for elevator shafts and exit stairways.

Photo at end of article.

Anti-Muslim Violence Grew

The **Patriot Act** was passed just six weeks after 9/11 as lawmakers scrambled to fix the intelligence failures that allowed known terrorists to enter the United States and execute the deadliest plot in American history. The controversial act authorized sweeping changes in how domestic intelligence agencies like the FBI conducted surveillance. Long-standing rules meant to protect Americans from “unreasonable search and seizure” were loosened or thrown out in the name of national security.

The fear, again, was that the 9/11 attacks were just the beginning, and that more terrorist cells were active in American cities and awaiting orders to strike. In order to find these “**terrorists among us,**” Congress gave the FBI and NSA new abilities to collect and share data. For example, the Patriot Act gave intelligence agencies the power to search an individual’s library records and internet search history with little judicial oversight. Agents could search a home without notifying the owner, and wiretap a phone line without establishing probable cause.

While civil liberties groups fought back against what they saw as unconstitutional breaches of privacy under the Patriot Act, an even more controversial law was passed in 2008, the **FISA Amendments Act**. This law gave the NSA nearly unchecked authorities to eavesdrop on American phone calls, text messages and emails under the premise of targeting foreign nationals suspected of terrorism.

The investigation into the 9/11 or September 11 attacks was code-named “**PENTTBOM**” and is the largest FBI investigation to date. From: [9/11 to now: Ways we have changed | PBS NewsHour](#)

Cleanup of the [World Trade Center site](#) (colloquially “Ground Zero”) took eight months and was completed in May 2002, while the Pentagon was repaired within a year. After delays in the design of a replacement complex, construction of the One World Trade Center began in November 2006; it opened in November 2014. [Memorials to the attacks](#) include the [National September 11 Memorial & Museum](#) in New York City, the [Pentagon Memorial](#) in Arlington County, Virginia, and the [Flight 93 National Memorial](#) at the Pennsylvania crash site From: [September 11 attacks - Wikipedia](#)

[Additional information go to:](#) HISTORY Vault: 9/11 Documentaries.

Explore this collection of extraordinary documentary films about one of the most challenging days in U.S. history. [5 Ways September 11 Changed America | HISTORY](#)

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