Post 9/11 Airport Security Enhancements

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Airport Security Overview

Maintaining the safety and security of the traveling public is the top priority for airports. Airports, in full compliance with federal requirements, continually work with their federal government, law enforcement and airline partners to examine, test, and improve upon the multi-layered, risk-based security system to provide for the safety and security of travelers.

Airports are committed to ensuring effective security and implementing enhanced measures based on current and emerging threats and in response to assessments. Because of the unpredictable nature of security threats, airports often go above and beyond baseline security requirements, implementing additional processes, procedures, and

technologies that are adapted to each airport's unique geographic locations and facility designs.

While passengers may see chain link fences topped with barbed wire and security checkpoints, they do not see the fully integrated, multi-layered approach to airport security that happens behind the scenes.

The following list, in no particular order, represents many of the aviation and airport security enhancements that have been implemented since September 11, 2001. This list does not include any security enhancement measures that are protected as sensitive security information.

Post 9/11 Airport Security Enhancements

- Creation of the U.S. Transportation Security Administration (TSA) and the Canadian Air Transport Security Authority (CATSA)
- Security awareness training for aviation workers
- Security exercises and drills
- Enhanced intelligence and information sharing
- Fingerprint-based criminal history records checks and Security Threat Assessments of aviation workers
- Screening of catering supplies
- Removal of shoes for screening
- Hardened flight deck doors installed on aircraft
- Federal screening of passengers and baggage
- Federal Air Marshal (FAM) / In-flight safety officers presence on flights and in airports
- Federal Flight Deck Officers (FFDO)
- Canadian Air Carrier Protection/Protective Program (CACPP)
- Explosive Detection Systems (EDS), Explosive Trace Detection (ETD) and explosives detection canines for screening passengers and baggage
- Advanced Imaging Technology (AIT) for passenger screening
- Walk through metal detectors (MDD) with increased sensitivity
- Advanced Technology X-ray technology deployed at checkpoints
- Computed Tomography (CT) screening systems for screening carry-on
- Restrictions on liquids, aerosols and gels

- Liquids explosive detection technology
- Research and development to ensure more effective and efficient security screening technology
- Crew security training
- Screening of private charter flights
- Security searches of airports and aircraft
- Local airport security initiatives – CCTV, biometrics, community policing, duress alarms, long guns, etc.
- Enhanced random and continuous security measures
- Law enforcement patrols
- PreCheck, Global Entry, and Nexus trusted traveler programs
- Inspection of aviation workers
- Secure Flight vetting of all passenger against government lists
- Prohibition of cargo from Unknown Shippers
- Implemented Air Cargo Security Final Rule requiring enhanced cargo security at airports and for passenger and all-cargo aircraft operations
- Screening of cargo on passenger and all-cargo aircraft
- Enhanced security measures at airports
- Travel document checking conducted by TSA/CATSA personnel
- Credential Authentication Technology (CAT) deployed to Travel Document Checker podiums
- Vehicle inspections
- Enhanced vetting and identification of aviation workers