

FOR RELEASE    **MEDIA QUESTIONS & ANSWERS**  
**DFW INTERNATIONAL AIRPORT**

3 p.m., CDT

October 23, 2001

In order to provide the most accurate and accessible information to the news media during this period of intensified security, DFW Airport Public Affairs is providing the following Q&A to enhance and facilitate coverage. Outlined are DFW Airport, key federal and airline jurisdictions and responsibilities for specific news incidents and coverage topics.

Q: Who has jurisdiction over the CTX 9000 baggage scanners at the Airport?

A: The airlines and the FAA. The Airport gets involved when there is a call to check a bag for explosives. Regulatory compliance (or whether a machine is functioning properly) is between the FAA and the airline -- who coordinate that area of responsibility for security.

Q: Who's in charge of security checkpoints at DFW Airport and other airports around the country?

A: The airlines are responsible for implementing FAA mandates and hiring the security companies who operate the checkpoints.

Q: What is the FAA's role at checkpoints and in Airport security?

A: The FAA regulates and tests the checkpoints and security checkpoint personnel. The individual airlines also test the security personnel at their checkpoints.

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Q: From an administrative and law enforcement standpoint, what is DFW Airport's role?

A: DFW Airport is the landlord of the Airport, leasing gates and terminal and land space to airlines, concessionaires and other businesses. DFW Airport has its own police, fire and emergency medical services, which provides services to the DFW Airport community.

Q: Under what circumstances would DFW Airport law enforcement get involved at a security checkpoint?

A: DFW Airport law enforcement would respond to any violation of state law involving the use of dangerous weapons, as well as any other type of disturbance. DFW police monitor every checkpoint with surveillance cameras and maintain, by federal law, a five-minute maximum response time. Average response time of DFW Airport law enforcement is three minutes or less.

Q: Who should the media or the public contact in regard to questions about operations at security checkpoints?

A: All calls related to security checkpoints at DFW Airport should be directed to the individual airline responsible for each checkpoint, or to the FAA.

Q: Are there other specific areas of security for which DFW Airport is responsible?

A: DFW Airport monitors perimeter access gates and, much like other local law enforcement agencies, is charged with the enforcement of all state laws on DFW property.

Q: What are the latest FAA security measures?

A. Visit the FAA's web site at [www.faa.gov](http://www.faa.gov) for continuous updates.

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Q: In what areas of operation is DFW Airport exceeding FAA security mandates and recommendations?

A: DFW Airport continues to exceed FAA security mandates by:

- Closing more than 150 security doors available to terminal and airline employees. Several of those doors have since re-opened, but employees encounter armed officers and must pass security screening presence before entering secure areas
- Closing the terminal/airline employee-only train
- Moving electronic badge scanning equipment to the 17 security checkpoints in all four terminals, thereby assuring that only badged employees with current credentials are allowed through the checkpoints
- Stationing law enforcement officers at all roadway entrances to aircraft parking and service areas
- Patrolling all terminal parking areas with K-9 units

As of October 10, the Airport has also completed the revalidation of all 36,500 security badges in use and completed criminal history checks on more than 4,000 airline and Airport personnel. Currently, the Airport is seeking approval from the FAA to conduct retroactive criminal history background checks on all security badge holders who received credentials prior to December 2000. The FAA does not currently mandate retroactive background checks.

Q: If there is an incident on an air carrier in flight, who should the media/public contact?

A: The public and media should contact the specific airline for information regarding that flight. The FBI has jurisdiction over carriers in flight. In cases where the FBI is involved, the public and media can contact the FBI.

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Q: If an incident occurs on a plane on the ground, who should the media/public contact for information?

A: As long as the doors are closed, the plane is considered in flight. Therefore, all calls should be directed to the airline and, when appropriate, to the FBI.

Q: What is DFW Airport's relationship with the National Guard?

A: The FAA is in administrative control of National Guard duties at the Airport. However, DFW Airport works in total cooperation and mutual support with the National Guard and is working in coordination of the Guard's efforts, as federally mandated, to oversee passenger-screening checkpoints.

Q: What happens to those items confiscated by the screeners?

A: Items confiscated from passengers at security checkpoints are controlled by the airlines and the sub-contracting security company. However, DFW Airport is in the process of purchasing one-way containers for each checkpoint. Confiscated items can be dropped into the container, but cannot be retrieved. Once a container is full, Department of Public Safety officers will pick it up and dispose of and destroy its contents.

Q: Who regulates curbside check in?

A: The FAA regulates the airlines and their ability to offer curbside check-in. It was the FAA that mandated airlines eliminate curbside check-in after September 11, and it was the FAA that reinstated that option, upon approval, for airlines earlier this month. The Airport is not involved in the implementation of curbside check-in services, and passengers should check with their individual airlines to see if curbside check-in is offered.

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