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IMMEDIATE RELEASE **NATION'S AIRPORTS URGE CONGRESS TO KEEP FLEXIBILITY
PROVISION IN HOMELAND SECURITY BILL**

July 26, 2002

DFW AIRPORT ESTIMATES THREE HOURS OUTSIDE OF
TERMINALS WITH INADEQUATE TSA MANPOWER AND MACHINES

DFW INTERNATIONAL AIRPORT, Texas (July 26, 2002) — Airport executives from 37 of the largest airports in the United States have contacted every member of the U.S. House, urging support of the Homeland Security bill, H.R. 5005. The bill provides much-needed flexibility by extending the bag-screening deadline by one year to December 31, 2003. The airport executives also urged Congress to vote against any efforts to strip this critical provision from the bill. The airports represented collectively handled 388 million passengers last year and represent nearly 57 percent of the nation's air travelers.

"The issue here is not security, that is our number one concern 24 hours a day," says Jeff Fegan, CEO of DFW. "The bottom line is that the Transportation Security Administration (TSA) will not have the money, manpower or machines to get the job done by December 31 and the result will be travelers waiting up to three hours outside of our terminals and literally in the streets to simply check their bags. Not only is this unacceptable customer service in our already fragile airline business, it poses a new security threat with thousands of passengers standing in open areas. Our greatest fear in this very likely scenario is that these crowds could serve as an easy target for another terrorist attack."

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Airport directors made the following points to lawmakers in the letter:

Changing the deadline will not adversely impact passenger safety.

No one is more concerned about aviation security than the employees at our nation's 429 commercial airports. The December 31, 2002 deadline is an arbitrary deadline that cannot be met without serious implications to security, customer service and our airport facilities. Stated simply, a one-year extension of the Explosive Detection System (EDS) deadline means that today's security measures - which have been significantly enhanced since September 11 - will remain in place until the TSA, working with the airports, can properly deploy and install EDS equipment in each of the 429 commercial airports. We, as airport directors, are historic advocates of the need to make airports and our aviation system as safe as possible, and we stand ready to assist the TSA in implementing baggage screening programs and configuring the various machines in ways that best meet the unique facility and air service characteristics of our airports. We simply believe it should be done correctly the first time.

The TSA lacks the resources to guarantee the 2002 deadline can be met.

Transportation Secretary Norman Mineta, on July 23 before the House Aviation Subcommittee, said "Given the monies that are in conference, then I think we either look at having to slow down the process, in terms of what happens at the airport, or maybe we keep passenger screening at where we intended and slow down the baggage screening piece of it."

The TSA lacks the equipment needed to meet the deadline. The number of EDS machines needed to screen all checked baggage at our nation's 429 commercial airports is three times the number of EDS machines currently deployed at all airports worldwide, not just in the U.S. This leaves the TSA with the daunting task of buying, installing and testing the accuracy of more than 1,000 EDS and 5,600 Explosive Trace Detection (ETD) machines between today and December 31, 2002.

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Even if the equipment arrives in time to meet the 2002 deadline, the TSA will not have the personnel needed to operate it efficiently.

Without sufficient personnel to operate the security equipment, passengers will experience unprecedented delays, with significant lines forming outside of airport terminals, spilling onto the curbsides and, potentially, into the roadways. At some airports, the delays that passengers will experience could extend well beyond three hours during peak operations. In order for all airports to have the security staff in place that the TSA estimates is needed to operate the machinery by the 2002 deadline, the TSA will need to hire and train a new screener every four minutes between today and December 31, 2002.

The provision found in the Homeland Security bill addressing airport concerns was originally authored by U.S. Rep. Kay Granger of Fort Worth and co-sponsored by a bi-partisan group of lawmakers.

Airports signed on to the letter to Congress include:

Atlanta, DFW, Las Vegas McCarran, Miami, Lambert St. Louis, Charlotte/Douglas, Metro Washington, Kansas City, Nashville, Reno, Phoenix Sky Harbor, Minneapolis-St. Paul, Denver, Houston, San Francisco, Orlando, Seattle-Tacoma, Pittsburgh, Cincinnati, Ft. Lauderdale/Hollywood, Tampa, San Diego, Memphis, Oakland, Raleigh-Durham, New Orleans, Sacramento, Austin, Indianapolis, San Antonio, Columbus, Albuquerque, Palm Beach, Ted Stevens Anchorage, Jacksonville, Wichita, and Greater Baton Rouge.

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Located halfway between the cities of Dallas and Fort Worth, Texas, DFW International Airport is the world's third busiest, offering nearly 2,000 flights per day and serving 55 million passengers a year. DFW International Airport provides non-stop service to 130 domestic and 30 international destinations worldwide. For the latest news, real-time flight information, parking availability or further details regarding the many services provided at DFW International Airport, log on to www.dfwairport.com.

To arrange interviews contact DFW Public Affairs at 972 574 NEWS (6397) or Ken Capps, APR, Vice President Public Affairs, kcapps@dfwairport.com.

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