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IMMEDIATE RELEASE

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**DFW INTERNATIONAL AIRPORT SUPPORTS
PROVISIONS IN HOMELAND SECURITY BILL
ADDRESSING AIRPORT SECURITY**

**PROVIDING FLEXIBILITY FOR AIRPORT SECURITY
MODIFICATIONS SAVES PASSENGERS HOURS IN
TICKET LINES**

DFW INTERNATIONAL AIRPORT, Texas (July 23, 2002) — DFW International Airport voiced its strong support today for the provisions recently added to the Homeland Security bill. The specific legislation provides flexibility for the Transportation Security Administration (TSA) and airports to meet the federally mandated requirement for screening all checked baggage for explosives.

"This amendment stays tough on airport security while assuring millions of tax dollars are not wasted in a band-aid solution and millions of air travelers are not waiting hours to simply check a bag," says Jeff Fegan, CEO of DFW Airport. "Nobody cares more about security than those who run airports, and we want to see it done right the first time."

In May, DFW Airport initiated a letter from 39 airport directors to U.S. Secretary of Transportation Norman Y. Mineta, who oversees TSA, urging him to seek legislative relief from the impending December 31 deadline for baggage screening. The letter followed the annual meeting of the American Association of Airport Executives (AAAE) where airport administrators had voiced similar concerns to the former TSA Chief, John Magaw.

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"The deadline is a TSA deadline, and they currently lack the funds and the manpower to meet their deadlines at the 429 airports across the nation," says Fegan. "We fully understand that the TSA has a challenging job and an uphill climb. While we remain supportive of the TSA's mission, we must also keep a focus on the traveling public and assure they continue to fly. To do that, we must provide a customer-friendly environment accompanied by the tightest security."

DFW Airport was one of the first airports in the country to begin focusing on the TSA's deadline when it was announced late last year. The Airport assembled its own specialized team of architects and consultants to study how best to improve security on checked baggage with minimal impact to the traveler. The team recommended an inline baggage system that would screen bags for explosives after a passenger had checked luggage. At DFW, that preferred solution would cost \$195 million and take nine to twelve months to complete.

Airport directors and other aviation experts believe a proposed interim solution, using primarily explosive trace detection (ETD) equipment prior to a passenger checking a bag, which would cause massive lines and long waits in airport ticket halls and outside of terminals, creating a new security dilemma. Again, the TSA is charged with providing the ETD equipment and personnel to manage the process nationally. Consultants estimate it would take nearly 1,500 new employees just to run the equipment at DFW. Estimated cost is \$76 million for manpower and \$42 million for capital improvements, all of which, according to Fegan, will be obsolete when the preferred long-term solution is deployed.

"Airport security is stronger than ever post September 11 and continues to improve. The language in the Homeland Security bill simply brings a fresh dose of reality to the table," says Kevin Cox, senior executive vice president of DFW. "The last thing we want to do is make it such a hassle to fly that the public simply quits buying tickets, especially at a time when the major airlines are still fighting vigorously to recover from September 11."

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"We commend our Texas delegation for its leadership in this area, but as you can see from those who are supporting the legislation, this is not a Texas issue, this is a national issue," Cox adds. "There are serious implications for the national economy, the health of the airline industry and every traveler who uses our airports."

U.S. Rep. Kay Granger of Fort Worth (R-District 12) authored and introduced H.R. 5135 "Aviation Security Enhancement Act of 2002" which was grafted to the Homeland Security bill by the House Select Committee last Friday. Co-sponsors of H.R. 5135 (as of 7/22/02) include Sam Johnson (R-TX), Martin Frost (D-TX), Joe Barton (R-TX), Pete Sessions (R-TX), Kevin Brady (R-TX), Ralph Hall (D-TX), Henry Bonilla (R-TX), Sheila Jackson Lee (D-TX), John L. Mica (R-FL), Ed Pastor (D-AZ), Carrie Meek (D-FL), Randy (Duke) Cunningham (R-CA), John Isakson (R-GA), Jack Kingston (R-GA), James (Jim) Gibbons (R-NV), Sue Myrick (R-NC), Carolyn Cheeks Kilpatrick (D-MI), John Lewis (D-GA), J.D. Hayworth (R-AZ), Bob Barr (R-GA), Michael (Mac) Collins (R-GA), Karen McCarthy (D-MO), Kenneth R. Lucas (D-KY), John Cooksey (R-LA), Mike Pence (R-IN), Cass Ballenger (R-NC), Gregory W. Meeks (D-NY), Charlie Norwood (R-GA), and Mark Udall (D-CO).

Located halfway between the cities of Dallas and Fort Worth, Texas, DFW International Airport is the world's third busiest, offering nearly 2000 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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