

DFW International Airport's Recommendations on Safety and Security Enhancements and Funding Initiatives

- DFW Airport strongly supports President Bush's request of Congress to develop a comprehensive financial assistance package for the U.S. airline industry. This package is critical to help ensure our airlines remain financially viable in the wake of last week's tragedy.
- DFW Airport fully supports Senator Hutchison's bill that would authorize the FAA to charge a \$1 passenger tax on all flights to expand the FAA's Federal Air Marshal Program.
- DFW Airport urges Congress to consider the following security issues:
 1. **Federal law enforcement control over all security checkpoints.** Empower a federal government entity, which will assume complete and total responsibility of access screening checkpoints—whether public, employee or a combination thereof—at all airports in the U.S. We hope that specific consideration will be given to allowing current federal agencies, such as the Federal Bureau of Investigation or other appropriate federal law enforcement agencies, to take on these responsibilities.
 2. **Full security screening for any individual who has access to the designated security areas.** Require a full security screening, including magnetometer and x-ray, for all Secure Identification Display Area (SIDA) badge holders prior to entering the SIDA and all FAA declared secure areas. The most recent security enhancements have focused strictly upon the security checkpoints for passengers; however, airline personnel and others who possess SIDA badges were permitted access to the secure areas, including access to aircraft, without any additional screening. As a result of September 11, DFW Airport has closed access to all automated 107.14 employee access portals within the terminals and now requires SIDA badge holders to obtain a full security screening before entering the sterile terminal/concourse. Only a limited number of portals have been re-opened after implementing improved screening/security measures, and no additional portals will be opened unless they receive airport approval by including additional screening/security measures. DFW Airport strongly believes that this security enhancement should be extended to airports nationwide.
 3. **Criminal history electronic fingerprint check of any individual who has access to the designated security areas.** Require retroactive criminal history electronic

fingerprint checks of SIDA badge holders and require criminal history electronic fingerprint checks of all SIDA badge holders upon each subsequent renewal. The Airport Security Improvement Act of 2000 grandfathered existing badge holders and they are thus not subject to criminal history electronic fingerprint checks.

4. **Employee verification at screening checkpoints.** Require SIDA badge validation, via 107.14 AACCS, prior to employee screening at all passenger-screening checkpoints. This would require verification of employment status prior to screening through the use of badge-reading devices.
 5. **Additional explosive detection canine teams.** Additional explosive detection canine teams should be deployed at levels sufficient to meet the identified requirement of the airports.
- DFW Airport strongly supports providing such sums as may be necessary for nationwide airport compliance with the increased security requirements resulting from FAA Emergency Amendment 107-01-01 of September 12, 2001, and any subsequent amendments. To the extent that such a broad grant of funding authority meets with any resistance, DFW Airport would encourage Congress to consider the following individual funding issues:
 1. **Funding for enhanced security screening.** Provide federal funding assistance for the increased passenger and non-passenger screening process, namely the funding for the equipment and the manpower needed to implement the necessary enhanced screening procedures.
 2. **Funding for enhanced security equipment.** Provide federal funding to reimburse airports for the acquisition of additional security equipment such as security wands, magnetometers, x-ray units, Explosive Detection Trace Equipment, and Explosive Detection Bulk Devices and for the cost of required staffing and training. As an example, DFW proactively purchased 750 security wands and distributed them to airline personnel for their use. DFW Airport anticipates additional equipment acquisitions as it continues to enhance security.
 3. **Funding for badging revalidations and security background checks.** Provide federal funding to reimburse airports and/or airlines for required badging revalidations, background checks and any other associated costs.
 4. **Funding for emergency acquisitions.** Provide federal funding for reimbursement of any additional emergency purchases or expenses necessary to continue the safe and secure operation of airports.
 - DFW Airport is requesting that airports be given flexibility in how they use the various federal funding sources that are already available to them, such as PFCs and AIP grants. More specifically, DFW Airport is hopeful that Congress will give serious consideration to the following Passenger Facility Charge and Airport Improvement Program issues:

1. **Streamline approval process of PFC.** In anticipation of reduced passenger traffic and resulting reduced airport revenue, streamline the approval process for increasing the Passenger Facility Charge from \$3 to \$4.50 as authorized under Air-21. Permitting DFW Airport and other airports to increase their Passenger Facility Charge without the cumbersome paperwork and requisite competition plan will allow airports across the country to tap into an additional source of revenues much more quickly.
2. **Expand eligibility of PFC and AIP to cover enhanced security measures to comply with FAA Emergency Mandate 107-01-01.** Expand PFC and AIP eligibility to include any and all capital expenses and operation and maintenance expenses that are necessary for an airport to comply with the increased security measures resulting from the FAA Emergency Amendment 107-01-01 of September 12, 2001, and any subsequent amendments.
3. **Greater protection of PFC funds.** Amend the Passenger Facility Charge statute to make airports better able to collect these charges from the airlines, including segregated PFC accounting by airlines, segregated bank accounting for PFC receipts and preferential treatment in the bankruptcy process, including considering placing their funds in a Trust.
4. **Expand eligibility of PFC and AIP to cover enhanced security equipment.** Expand eligibility of the Passenger Facility Charge to include the acquisition of equipment and facilities and the necessary staffing and training for increased airport safety and security measures as deployed by the airport authority.
5. **Impose a security user charge.** Consider levying a user charge specifically earmarked for other airport security not staffed by airport personnel.
6. **Expand eligibility of PFC and AIP to cover cost of replacing parking facilities.** Allow public parking facilities that have been "lost" due to the recently implemented FAA AVSEC measure SCA-3 to be replaced with public parking facilities funded by Passenger Facility Charges and/or Airport Improvement Program grants.
7. **Expand eligibility of PFC and AIP to cover necessary terminal reconfiguration.** Expand PFC and AIP eligibility to permit terminal reconfiguration to accommodate non-ticketed individuals who will no longer be permitted through security checkpoints.