



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590
<http://www.dot.gov/briefing.htm>

FOR IMMEDIATE RELEASE

Thursday, January 14, 1999

BTS Contact: Cindy Sparkman

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TRB Contact: Barbara Post

Tel.: (202) 334-3385

DOT 4-99

TRIS Online Joins National Transportation Library on the Web

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) and the Transportation Research Board (TRB) today signed a Memorandum of Understanding (MOU) to develop, test and implement a fully searchable, public-domain, web-based version of the Transportation Research Information Service (TRIS) and to integrate it into the National Transportation Library (NTL), developed by BTS.

"President Clinton and Vice President Gore have worked to make government more accessible to every American," U.S. Transportation Secretary Rodney E. Slater said. "This partnership will facilitate transportation research by making information more available to both industry specialists and the American people in the 21st century and the new millennium. Sharing the latest transportation research will ultimately help keep our national transportation system world class and safe."

BTS Director Dr. Ashish Sen and TRB Executive Director Robert E. Skinner, Jr. said that TRIS is a natural complement to the virtual National Transportation Library, which has been developed by BTS over the past six years.

The existing TRIS database consists of about 500,000 records and is expected to be accessible on the Internet later this year. Nearly 70 percent of the government reports listed in the database are expected to become available within three years for downloading or through e-mail requests. The database, to be known as *TRIS Online*, also will include web pages that will enable users to share in-progress research information.

TRIS, the world's largest transportation bibliographic database, has been under development by the TRB over the last 30 years with additional support from state and federal transportation agencies.

TRIS Online will continue to be produced by the TRB. BTS will publish the database on the Internet as a critical component of the NTL and enhance it by developing full text links to TRB, the American Association of State Highway and Transportation Officials (AASHTO) and other transportation publishers and government transportation resources.

The NTL, which includes the largest collection of transportation reports on the Internet, catalogs and indexes transportation materials from around the world. The NTL will ultimately include a national union catalog of the major transportation library collections and links to major transportation resources throughout the world.

The NTL may be accessed on the Internet at ntl.bts.gov. BTS also has a statistical information hot-line at (800) 853-1351.

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FOR IMMEDIATE RELEASE

Friday, February 5, 1999

Contact: Dave Smallen

Tel.: (202) 366-5580

DOT 18-99

SECRETARY SLATER PURSUES DIALOGUE ON AIRLINE SERVICE

Seeking ways for communities to attract improved airline service, Secretary of Transportation Rodney E. Slater today held an all-day public listening session with participants representing business, government, and all segments of the airline industry to discuss.

Secretary Slater, joined by Sen. Charles Schumer and Rep. Louise Slaughter in the fifth of a series of listening sessions focusing on the aviation system of the 21st century, chaired roundtable discussions on airline competition issues, including regional jet and low-cost subsidiary service and travel agent issues, and the impact of airport practices on airline competition.

"Airline deregulation, which began 20 years ago, has been a tremendous success in lowering average fares. However, we recognize that the benefits of deregulation have not flowed to all cities and regions," Secretary Slater said in his opening statement.

The Secretary said the Department of Transportation will be taking vigorous steps to promote competition. "President Clinton and I will propose legislation which will promote greater competition in many areas. As part of our legislative proposal we will offer remedies to help large and small communities and their private partners attract better air service," he said.

The Secretary described the session as "a great chance for us to listen and learn about aviation from many different perspectives -- from the community, from business, from airports, and from airlines large and small, airline employees and travel agents."

Earlier listening sessions were held in Seattle to learn about the future state of manufacturing, in Miami to hear about international aviation, in New York City to discuss airline finances and in Phoenix to look at airports. Additional sessions are scheduled for Wichita on the general aviation industry and Memphis on the cargo industry.

PARTICIPANTS

Roundtable I:

John Anderson, General Accounting Office

Michael Audino, Des Moines (IA) Chamber of Commerce

Captain Jeffrey Brundage, Air Line Pilots Association

Jack Doyle, Monroe County Executive

Todd Ennenga, Casper (WY) Chamber of Commerce

Charles Goodwin, Rochester Chamber of Commerce

Gary M. Harig, US Airways

Mark Kahan, Spirit Airlines

Dr. Alfred Kahn, Cornell University

Leon Kinloch, Continental Airlines

Bob Kneisley, Southwest Airlines

Joseph Longbottom, United Airlines

Nancy McFadden, DOT General Counsel

John Meenan, Air Transport Association

Tom Miller, Attorney General of Iowa

Kevin Mitchell, Business Travelers Coalition

Thomas Mooney, Rochester Chamber of Commerce

Patrick Murphy, DOT Deputy Assistant Secretary for Aviation and International Affairs

Paul Ruden, American Society of Travel Agents

Charles Schumer, U.S. Senate

Elliott Seiden, Northwest Airlines

Louise Slaughter, U. S. House of Representatives

Terry Slaybaugh, Rochester Airport

Kevin Stamper, Pro Air

John Timmons, America West Airlines

David Ulmer, Roberts, Roach & Associates

Roundtable II:

John Anderson, General Accounting Office

Michael Audino, Des Moines (IA) Chamber of Commerce

George Doughty, Lehigh-Northampton (PA) Airport

Jack Doyle, Monroe County Executive

Charles Goodwin, Rochester Chamber of Commerce

Robert Hazel, US Airways

William Johnson, Jr., Mayor of Rochester

Dr. Alfred Kahn, Cornell University

Leon Kinloch, Continental Airlines

Bob Kneisley, Southwest Airlines

Dan Mann, Casper (WY) Airport

Nancy McFadden, DOT General Counsel

Ed Merlis, Air Transport Association

Patrick Murphy, DOT Deputy Assistant Secretary for Aviation and International Affairs

Robert O'Brien, Springfield (IL) Airport

David Plavin, Airports Counsel International

Elaine Roberts, American Association of Airport Executives/Providence (RI) Airport

Bradley Rubenstein, Port Authority, NY-NJ

Charles Schumer, U.S. Senate

Elliott Seiden, Northwest Airlines

Louise Slaughter, U. S. House of Representatives

Terry Slaybaugh, Rochester Airport

Kevin Stamper, Pro Air

James Wilding, Metropolitan Washington Airports Authority

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FOR IMMEDIATE RELEASE

Monday, February 8, 1999
Contact: Henry J. Price
Tel.: (202) 267-8521
DOT 20-99

Clinton Administration Unveils FAA Reauthorization -- Proposal Modeled on Best Reinventing Government Principles

Modeled on President Bill Clinton's best reinventing government principles, Transportation Secretary Rodney E. Slater and Federal Aviation Administrator Jane F. Garvey today unveiled the FAA five-year reauthorization legislation. The Federal Aviation Administration (FAA) Authorization Act of 1999 will enhance aviation safety, allow the FAA to operate at a higher rate of efficiency, modernize the nation's air traffic system, and reduce costs to taxpayers through innovative funding methods.

"I am very pleased to announce the proposed FAA reauthorization -- the administration's new plan to ensure that as our global economy grows, we continue to work to keep our airlines as safe as possible," said Vice President Al Gore. "The proposed legislation reaffirms our commitment to improving airline safety by providing the funding and management mechanisms necessary for new infrastructure investments."

The proposal reflects core objectives: Improving Safety and Efficiency; "Rebuilding America" -- Expanding System Capacity; Enhancing Competition and Access; and Improving Rural Air Service.

The six years of economic growth under President Clinton's leadership has produced increased demand for an expanded aviation system. The proposal reauthorizes the FAA for fiscal years 2000 through 2004. For fiscal year 2000, the measure sets agency funding levels at \$2.319 billion for facilities and equipment; \$173 million for research, engineering and development; \$6.039 billion for FAA operations; and \$1.6 billion for the Airport Improvement Program (AIP). Except for the AIP, funding beyond fiscal year 2000 will be determined as necessary.

"President Clinton challenged us in his State of the Union address, saying that this is not the time to rest, but the time to build," said Secretary Slater. "This FAA reauthorization will provide better services for those who rely on smaller airports, secure economic growth in our communities, provide innovative funding to save taxpayers money, and most importantly, provide programs and funding to make aviation even safer for all Americans."

"President Clinton challenged us in his State of the Union address, saying that this is not the time to rest, but the time to build," said Secretary Slater. "This FAA reauthorization will provide better services for those who rely on smaller airports, secure economic growth in our communities, provide innovative funding to save taxpayers money, and most importantly, provide programs and funding to make aviation even safer for all Americans."

"We have the plan, and this reauthorization provides the tools we need to carry out the FAA's ambitious, more-focused Aviation Safety Agenda," said Garvey. "This proposal will help ensure that we meet the Vice President's objective to reduce the rate of aviation accidents by 80 percent."

Improving Safety and Efficiency

Last year, over 600 million people traveled by air, and in 10 years over 1 billion are expected to travel by air each year. The proposal takes a number of steps to invest in aviation to meet the nation's growing safety and efficiency needs.

Based on input from the White House Commission on Aviation Safety and Security, Garvey unveiled a comprehensive, focused Aviation Safety Agenda in 1998 that outlined specific proposals to improve aviation safety, security and system efficiency. To meet the agenda's goal of reducing the rate of aviation accidents by 80 percent, the reauthorization takes a number of important steps. The proposal authorizes \$9.1 million for a University Consortium to develop a safety and security certificate program. The reauthorization also directs FAA to spend \$2 million to fund the security programs, products, and procedures developed by the Safer Skies Alliance.

Vice President Gore's National Partnership on Reinvention has moved the federal government to be more accountable to the public and not restrained by rules and regulations that can hamper the agency in carrying out its mission. To make this a reality at the FAA, by Jan. 1, 2000, the proposal establishes a performance-based organization (PBO) to provide air traffic services. Under the proposal, the transportation secretary and FAA administrator will retain overall responsibility for aviation safety and security; however, air traffic would not be restrained by rules that may apply to other areas of the FAA unrelated to air traffic control. For day-to-day operations, the measure creates a chief operating officer to run the PBO.

The act more fairly distributes the cost of funding the system. For example, air carriers would pay for services provided by the PBO through cost-based user charges, established by an independently validated cost accounting system. General aviation privately operated aircraft, would continue to pay for their use of the system through fuel taxes that would be utilized by the PBO. Congress would need to both authorize and appropriate these fees for the PBO's use.

To protect airline employees from apparently growing incidents of harassment on board aircraft, the reauthorization also increases civil penalties for unruly passengers from \$1,000 to \$10,000. In addition, the Clinton administration relies heavily on input from segments of the nation, including federal employees, to improve government services. In 1996, the FAA received a unique status and was removed from many cumbersome federal acquisition and Civil Service Regulations. This legislation re-establishes important "Whistleblower" protections for FAA employees and extends these protections to airline and aviation manufacturer employees.

Rebuilding America -- Expanding System Capacity

The reauthorization proposal permits eligible airports to increase PFCs by \$2 per passenger, from the current \$3 cap per passenger to \$5. This increase, if implemented by all airports currently participating in the PFC program, would generate about \$800 million per year above current annual PFC receipts of approximately \$1.4 billion. These funds can be used to accommodate airport safety and security needs for the 21st century and invest in vital infrastructure improvements that will increase capacity, efficiency and competition. Projects that will particularly benefit are those that are either unlikely to be funded with scarce AIP funds or are ineligible under the AIP but still needed for airport development. Under this proposal, in order to encourage greater air service competition, large airports dominated by a single air carrier would be required to submit a competition enhancement plan to the transportation secretary as a prerequisite for a PFC above \$4 per passenger. The substantial increase in PFC revenues that would result for large and medium hub airports from this proposal is tied to their foregoing all AIP entitlement funds which will then be used to permit greater investment in small airports.

Enhancing Competition and Access

The High Density Rule (HDR) was established in the 1960s to maintain efficiency and cut down on noise around four of the nation's largest airports. Now, with new technologies and better air traffic systems, the reauthorization phases out this rule over five years for LaGuardia, Kennedy and O'Hare airports. While Reagan Washington National Airport is also an HDR facility, it was made so under separate legislation and would require additional congressional action for repeal. To enhance competition for rural air services, the proposal also removes landing and take-off restrictions for quieter

regional jets at HDR airports.

The proposal offers several improvements in existing law to bring about better protections for Americans traveling by air. The measure extends Air Carrier Access Act protections to disabled passengers on foreign air carriers. In addition, the reauthorization strengthens current law and increases civil penalties for denying access to air travel because of race, religion or sex from \$1,100 to \$10,000 per infraction.

Improving Rural Air Service

As the airline system continues to focus on high-volume sites with an increasing concentration on global expansion, rural areas have found it tougher and tougher to obtain adequate air service. The Clinton administration is committed to improving rural air service. In addition to the return of the PFC funds from larger airports for more rural use, the legislation takes a number of steps to help rural areas address service problems.

To ensure federal funding is used more effectively for projects of highest national priority, the act would eliminate the existing \$300 million cap on AIP discretionary funds. AIP (but not PFC) eligibility at large and medium hub airports would be limited to only federally mandated improvements, noise mitigation, and new airfield capacity projects. To further assist smaller airports and improve efficiency through greater travel options, the AIP formula for funds apportioned to states is increased from 18.5 percent to 20 percent of the total AIP. The FAA also is proposing initiatives that would encourage upgrading projects at smaller airports, including improvements to permit the use of satellite navigation (Global Positioning System) at up to 1500 rural and other small airports. These initiatives will be made possible with formula funds given up by larger airports collecting the higher PFC, as well as the higher state amounts.

Additionally, the proposal includes provisions that will ensure that our nation's environment is not adversely affected as we invest in the aviation system of the 21st Century. The reauthorization calls for AIP discretionary funds to be increased and the noise mitigation set-aside from the larger amount of funding will be increased from 31 percent to 35 percent. A minimum noise set-aside goal of \$200 million per year will be established. In addition, the measure outlines the establishment of cooperative procedures with the National Park Service to protect the nation's national parks.

The act also implements recommendations of the Secretary's Task Force on Assistance to Families of Aviation Disasters as well as incorporates other requirements to continue to assure that families of the victims of aviation disasters receive the most prompt and compassionate assistance possible.

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FOR IMMEDIATE RELEASE
Monday, April 5, 1999

DOT 47-99
Contact: Rhonda Worden
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Secretary Slater Dedicates New Seaway Vessel Traffic Control Center

MASSENA, N.Y. -- U.S. Secretary of Transportation Rodney E. Slater today dedicated a new vessel traffic control center at the Saint Lawrence Seaway's Eisenhower Lock.

This fully automated system, operated by the U.S. Department of Transportation's Saint Lawrence Seaway Development Corporation (SLSDC), will improve vessel tracking capabilities on the seaway, making maritime travel safer and more efficient.

"This new center will provide users with a seamless source of vessel traffic information covering all sections of the seaway," Secretary Slater said at the dedication ceremony. "The project also is a fine example of U.S.- Canadian Seaway cooperation because it involved the efforts of both countries to create this fully integrated, state-of-the-art computerized traffic management system."

The new vessel traffic control center was named in honor of Erman Cocci, SLSDC's associate administrator.

Secretary Slater also visited with students at Massena's Jefferson Elementary School in support of the department's Garrett A. Morgan Technology and Transportation Futures Program. This program, a partnership with the transportation and education communities, is designed to stimulate students' interest in math, science and technology, and expose students to career opportunities in transportation. Jefferson students have been working on a transportation project related to the seaway.

Secretary Slater's visit to Massena is the first stop on a six-day, eight-state tour of key transportation projects.

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News

FOR IMMEDIATE RELEASE

Tuesday, May 25, 1999

Contact: Bill Adams

Tel.: (202) 366-5580

DOT 75-99

**U.S. Secretary of Transportation Rodney E. Slater
Announces Plan to Reduce Truck-Related Deaths**

U.S. Secretary of Transportation Rodney E. Slater and Federal Highway Administrator Kenneth Wykle today announced a safety action plan that will combine stronger enforcement, tougher penalties, new regulations, advanced technology and education and research to reduce the number of deaths on the nation's highways associated with commercial vehicles.

Slater and Wykle also announced a long-range goal of reducing these fatalities by 50 percent over ten years through a comprehensive effort involving these and other measures to be developed by governmental, safety and industry authorities.

"We have made significant advances in safety, but, as President Clinton has said, this is not a time to rest, but to build," said Secretary Slater. "Our plan will focus resources from across the entire department to provide answers to the tough questions about how we produce better vehicles with better drivers and how we get the drivers and companies with bad records off the roads."

The safety action plan marshals the resources of the Federal Highway Administration (FHWA), which enforces safety requirements for carriers and drivers, National Highway Traffic Safety Administration (NHTSA), which develops new vehicle safety performance regulations; the Research and Special Programs Administration (RSPA), which administers the hazardous materials program; the Federal Railroad Administration (FRA), which conducts a comprehensive highway-rail grade crossing safety program; the Federal Transit Administration (FTA), which oversees the safety of transit bus operations, and the Bureau of Transportation Statistics (BTS), which tracks and analyzes

travel and crash trends..

Key components of the immediate safety action plan include the following:

- New rules providing the authority to shut down unfit carriers;
- Significantly increasing the fines for safety violations, limiting negotiated settlements or "wrist-slaps," and eliminating the current backlog of enforcement cases by the end of the year;
- Doubling the number of compliance reviews each month for safety investigators. This means an annual increase per inspector from 24 to 48;
- A final rule on hours of service to be completed as soon as possible. The department will actively engage all interested and affected parties in the process of achieving this goal;
- Where deaths take place in a crash, aggressively pursuing criminal or civil action, when warranted;
- The disqualification of drivers who disregard railroad grade crossing warnings from driving commercial vehicles, to be completed by this summer.

Slater also announced that the Administration has amended its FY 2000 budget, asking Congress to provide an additional \$55.8 million to mount the effort.

To meet the 50 percent goal, during the next 90 days, the department will engage all affected parties in frank discussions about the long range strategy that will be needed to achieve the aggressive fatality and injury reduction goal. Among these will be consideration of crash worthiness requirements to reduce fatalities in truck/car collisions, examination of requirements to effectively control speeding of large trucks and possibly imposing requirements that new carriers demonstrate knowledge of existing safety regulations.

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U.S. Department of Transportation
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News

FOR IMMEDIATE RELEASE

Thursday, June 17, 1999

Contact: Bill Adams

Telephone: 202-366-5571

DOT 89-99

STATEMENT BY TRANSPORTATION SECRETARY SLATER

Economically, the airlines have recently enjoyed the best of times, but when it came to being treated fairly, many passengers have endured the worst of times.

I am glad to see that, under the pressure of proposed legislation from the Clinton-Gore Administration and a number of members of Congress, the airlines have decided to put their passengers first.

While the measures fall short, in some respects, of the Airline Passenger Fair Treatment initiative that Vice President Gore and I announced earlier this spring and other legislative proposals, the airlines are recognizing that passengers deserve fair treatment and full disclosure.

The voluntary promises will be welcomed, but real performance will be closely monitored.

DOT enforcement and oversight of these and existing measures is necessary to ensure passenger fair treatment, and we will continue to advocate for the resources needed to do the job.

In addition, the Clinton-Gore Administration will take strong action within its regulatory powers for fair treatment of passengers. Today, we are formally acting to double to \$2,500 the minimum liability limits on lost, damaged and delayed baggage. This will ensure that passengers are more fairly and equitably compensated for lost baggage, one of the most common complaints of travelers. We are also proposing that this limit increase with inflation.

I want to commend Senators Rockefeller, Gorton, McCain, Hollings, Wyden, Shelby, Lautenberg, and Bryan, Congressmen Shuster and Oberstar and all other members of Congress who have demonstrated leadership on this issue. The Clinton-Gore Administration will continue to work with the Congress and the airlines on this and other important issues, such as the critically needed reauthorization of the FAA and ensuring a competitive airline industry.

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Briefing Room



FOR IMMEDIATE RELEASE

Wednesday, July 21, 1999

DOT 106-99

Contact: Paul Takemoto

Tel.: (202) 267-8521

FAA Is 100 Percent Year 2000 Compliant

All computer systems of the U.S. Department of Transportation's Federal Aviation Administration (FAA) — including systems that involve the operation of the nation's air traffic control system — are now fully compliant for the Year 2000(Y2K).

After more than three years of effort involving 1,100 FAA technical experts, all of the agency's computer systems requiring Y2K repairs have been successfully implemented, or installed, across the United States.

Data verifying that all FAA systems were implemented as Y2K compliant have been examined and approved by Science Applications International Corp., Vienna, Va., an independent verification and validation contractor. Additionally, the Department of Transportation's Inspector General examined a sample set of systems and approved the FAA's work.

Secretary of Transportation Rodney E. Slater praised the work of the FAA. "The work of Administrator Garvey and the FAA's Y2K office — tested and validated — will benefit the millions of Americans who fly. Their achievement has made our air traffic system ready for one billion passengers that soon will be flying every year," he said. "We expect our aviation system to remain as safe in the new year as it is today."

"The FAA's success is an example of how strong leadership at the top of an organization can make a difference when it comes to the most difficult Y2K problems," said John Koskinen, chair of the President's Council on Year 2000 Conversion. "I congratulate Transportation Secretary Rodney Slater, Deputy Secretary Mortimer Downey and FAA Administrator Jane Garvey on this significant accomplishment."

"From the outset of our Y2K effort we have stated that all of our systems would be compliant by June 30, and I am pleased to say that we have met that goal," said Administrator Garvey. "This is a reflection of the extremely hard work by all the dedicated people who have worked on this effort, and this program will serve as a model for a new way of doing business for all future FAA management programs."

The FAA met its publicly-stated goal of having all of its systems compliant by June 30. The independent verification and validation process extended into July.

To bring its systems into Y2K compliance, the FAA adopted the five-phase approach recommended by the General Accounting Office for all federal agencies. Because of the complexity of its aviation systems, some of these timelines were necessarily different from other government-wide dates.

The five phases and the agency's internal deadlines were:

- **Initial Awareness** of the Scope of the Problem
- **Assessment:** Jan. 31, 1998
- **Renovation** (fix the systems): Sept. 30, 1998
- **Validation** (testing): March 31, 1999
- **Implementation** (installation): June 30, 1999

During its Y2K effort, the FAA conducted extensive end-to-end testing above and beyond individual system testing. Four system integrity tests have successfully been completed at the William J. Hughes Technical Center, Atlantic City, N.J. Those tests linked more than 30 mission-critical air traffic control systems. Weather and communications operational links as well as maintenance and monitoring systems were tested.

The FAA successfully conducted a major air traffic control test on April 10-11 in Colorado. This test involved dual tracking of Y2K compliant systems with live traffic flying between Denver, Colorado Springs, Grand Junction and Longmont. The air traffic control systems handled the rollover to the simulated new year safely and without incident.

The agency will continue testing its systems and contingency plans up to Dec. 31, 1999, and through leap day on Feb. 29, 2000.

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News

128.10Z

FOR IMMEDIATE RELEASE

Monday, August 2, 1999

Contact: Bill Adams

Tel.: (202) 366-5580

DOT 120-99

**Secretary Slater, FHWA Administrator Wykle
Announce Legislation to Improve Motor Carrier Safety**

U.S. Transportation Secretary Rodney E. Slater and Federal Highway Administrator Kenneth Wykle today sent to Congress legislation combining tough new penalties, stricter regulations, advanced technology and strengthened state enforcement requirements with additional funding to reach the Clinton administration's goal of reducing truck-related deaths by 50 percent over the next ten years.

The legislation also calls for on-board recorders, training for new carriers and drivers and penalties for shippers who induce violations of regulations.

The "Motor Carrier Safety Act of 1999" calls on the department and its partners in Congress, state and local governments, the trucking industry, labor, the safety community and the general public, to put safety first.

"We have made significant advances in safety, our highest priority at the Department of Transportation, and President Clinton has challenged us to make our transportation system even safer," Secretary Slater said. "This legislation will require carriers to know the safety regulations before they send trucks out on the road and to use technology to manage drivers' hours of service. It will keep high-risk drivers from taking the wheel of a big rig."

"This bill challenges everyone to take responsibility for saving lives on our nation's highways," said Federal Highway Administrator Kenneth R. Wykle. "The Federal Highway Administration has doubled its compliance reviews, added new inspectors at the Southern border, increased penalties and reduced its backlog of enforcement cases. This bill boosts state funding for enforcement programs and for the first time uses highway spending authority to give states an incentive to achieve a five-percent reduction in fatalities in truck-related crashes each year. "

Key elements of the proposal are:

- A strengthened Commercial Driver's License (CDL) Program -- All convictions for

moving traffic violations, including those committed in non-commercial vehicles, would be recorded on truck and bus drivers' records. In addition, new applicants for a CDL would be required to have alcohol- and drug-free driving records for three years prior to the application. States would be prohibited from issuing special licenses or permits to commercial drivers convicted of traffic violations.

- Funding incentives to states -- The proposal targets the redistribution of unused federal highway aid to states that achieve a reduction of 5 percent or more in commercial vehicle fatalities. The proposal also provides additional funding for incentive grants to states to increase compliance reviews and vehicle inspections and to improve the CDL program.
- On-Board Recorders to Manage Hours-of-Service -- The proposal would require the issuance of regulations providing for some carriers to use on-board recorders or other technologies that manage drivers' work and rest time. Another provision would initiate a study to examine how driver compensation affects safety.
- Improved data on commercial vehicle crashes -- The proposal includes a special initiative to improve the collection and reporting of commercial vehicle crash data by states. Greater funding is provided for research to improve the braking and stability of heavy vehicles. The proposal also contains funding support for public information and education programs to prevent commercial motor vehicle crashes.
- Identification of motor carriers -- Currently there is no means of determining when a commercial carrier goes out of business or increases the size of its operations. The bill would require carriers to refile certain identifying information periodically to better target high-risk carriers.
- Enforcement -- The legislation would extend motor carrier penalties to any person who knowingly contributes to a violation of federal motor carrier safety regulations. It also would provide a clear definition of when a carrier's operation could be deemed "imminently hazardous" and subject to shutdown, and would encourage states to develop innovative measures to increase compliance with traffic laws.
- Improved highway-rail grade crossing safety -- The bill would promote the expansion of toll-free telephone notification systems that the public uses to report malfunctions of automated warning devices at crossings. It also would require the Secretary to develop model state legislation for enforcement for drivers who violate grade-crossing warning signals. Finally, the bill would require states and railroads to provide current information regarding highway-rail grade crossings to DOT to enable effective planning of upgrading and improvement programs.

The Administration's proposal includes provisions responding to recommendations from the Inspector General, the National Transportation Safety Board and the special report produced at the Secretary's request by Norman Mineta, former chairman of the House Public Works Committee, and addresses findings from recent crash investigations.

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Briefing Room

Author: <postmaster@faa.gov> at SMTPgate

Date: 9/17/99 6:07 PM

Normal

TO: Heather Townley at AWAAPA

Subject: U.S. Departments of Transportation and Interior Agree on New

----- Message Contents

FOR IMMEDIATE RELEASE

DOT 141-99

September 17, 1999

Contact: Eliot Brenner

Phone: (202) 267-8521

U.S. Departments of Transportation and Interior Agree on New York Weather Radar Placement

DOI Contact: John Wright

(202) 208-6416

The U.S. Departments of Transportation and Interior today announced agreement on the siting of a Terminal Doppler Weather Radar (TDWR) at Floyd Bennett Field inside the Gateway National Recreation Area in New York.

"This advanced technology will provide enhanced safety to the millions of travelers who depend on LaGuardia and JFK Airports while preserving the environment and the nearby community," Transportation Secretary Rodney E. Slater said.

"This agreement will serve the interest of public safety and the environment," said Interior Secretary Bruce Babbitt. "The provision of this agreement is designed to minimize the potential impact on the visitors' experience within the boundaries of Gateway National Recreation Area."

Under the agreement signed by Slater and Babbitt, the FAA will transfer the site to the park within 90 days after the radar is commissioned. The TDWR will be removed no more than 20 years after it is commissioned, or sooner if alternative technology becomes available. The Federal Aviation Administration (FAA) has made the early removal of the TDWR at this site one of its highest priorities. In addition, after the TDWR is removed, the site will be restored to grassland. These provisions will ensure that, over the long term, the agreement not only protects the public safety, but also enhances the recreation values in the Gateway National Recreation Area.

In addition, the FAA will spend \$180,000 on facilities improvements in the park, minimizing the visual impact on visitors in areas near the radar. Additionally, the FAA will inform the public about the importance and science of weather radar.

Earlier this year the FAA identified Floyd Bennett Field as the best site to provide overall radar coverage for both airports. The final decision on the site was determined after careful consideration was given to aviation safety and operational needs as well as potential environmental impacts. The FAA and the National Park Service are working together to ensure the protection of natural resources at Gateway National Recreation Area.

The TDWR is an advanced radar system that reduces the likelihood of aircraft accidents caused by wind shear and other weather-related conditions. It has the potential to save the lives of aircraft passengers and people on the ground. Also, information from the TDWR assists airport operators and air traffic control by improving airport efficiency. Construction on the radar is expected to begin in November.

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News

FOR IMMEDIATE RELEASE

Thursday, October 14, 1999

Contact: Bill Adams

Tel.: (202) 366-5580

DOT 164-99

**Statement of U.S. Secretary of Transportation Rodney E. Slater
Concerning House Passage of H.R. 2679, the Motor Carrier Safety Act of 1999**

I would like to commend the membership of the House, particularly Transportation and Infrastructure Committee Chairman Shuster, Ranking Member Oberstar, Ground Transportation Subcommittee Chairman Petri and Ranking Subcommittee Member Rahall, on their passage of the Motor Carrier Safety Act of 1999.

With safety as the top transportation priority of the Clinton-Gore administration, in May, I set a goal of 50 percent reduction in fatalities from motor carrier-related crashes over the next ten years. The department has redoubled its efforts over the past year, implementing a series of actions to strengthen our program. To date we have doubled the number of compliance reviews accomplished by safety investigators each month, and tripled the number of federal investigators at the U.S.-Mexico border and reduced the backlog of enforcement cases by two-thirds.

The Senate will take up their companion bill soon and I urge them to consider other elements for inclusion, including requiring new CDL applicants to have alcohol and drug-free driving records for three years prior to applying to operate a motor vehicle, requiring on-board recorders where appropriate, and replacing the withholding penalty with a provision requiring transfer of up to five percent of a state's federal-aid highway funds to its Motor Carrier Safety Assistance Program grant. In addition, I would urge the Senate to use this bill to address the nationwide highway-railroad grade crossing and railroad trespasser problem by promoting individual railroad notification programs, endorsing the development of model state legislation to deter grade-crossing violations, and submit key grade crossing data to increase our ability to identify those crossings posing the highest safety risk.

I am pleased the Senate bill includes the word "safety" in the title of the new agency and I look forward to working with the Senate as they begin to move their legislation. With enactment of a strong motor carrier safety measure, we can move forward to meet our goal of reducing commercial motor vehicle related fatalities by 50 percent in the next ten years.

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Briefing Room



**U.S. Department of
Transportation**

News :

**Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590**

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FOR IMMEDIATE RELEASE

Wednesday, October 20, 1999

NHTSA 52-99

Contact: NHTSA, Cathy Hickey, (202) 366-9550

Millman Named Acting NHTSA Administrator

U.S. Transportation Secretary Rodney E. Slater has named Rosalyn G. Millman as the Acting Administrator of the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

"Rosalyn brings a broad knowledge and understanding of highway safety issues to NHTSA," Secretary Slater said. "Her impressive work on transportation legislation in the U.S. Congress will be invaluable to the department as we vigilantly work to ensure the safety of the American people, which is President Clinton's highest transportation priority."

Millman joined the agency as deputy administrator in September. She now replaces Ricardo Martinez, M.D., who stepped down last week to take a position with an Internet-based health care company in Atlanta.

Prior to her appointment as deputy she served for six years as a transportation economist for the Democratic staff of the Committee on Transportation and Infrastructure for the U.S. House of Representatives. While working for the committee, Millman developed many significant policy provisions of the Transportation and Equity Act for the 21st Century (TEA-21), including such safety programs as alcohol-impaired driving countermeasures grants, the Motor Carrier Safety Assistance Program, and intelligent transportation systems model deployments.

Among her other legislative accomplishments are drafting of the National Highway System Designation Act of 1995 and the Interstate Commerce Commission Termination Act. Most recently she worked for the Subcommittee on Ground Transportation where she focused her efforts on motor carrier and commercial driver safety, hazardous materials transportation safety, research and technology, and implementation of the trucking provisions of the North American Free Trade Agreement (NAFTA).

From 1989 to 1993 she worked for the U.S. General Accounting Office on such issues as oversight of foreign air carrier safety, tax treatment of U.S.-owned foreign flag shipping, and management of a Navy aircraft program. She has also worked for the International Food Policy Research Institute and the U.S. Agency for International Development in India.

A native of Pennsylvania, Millman graduated from Pennsylvania State University in 1983 and received her master's degree in economics and public policy from Princeton University in 1988. She currently resides in Washington, D.C.

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U.S. Department of Transportation
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Washington, D.C.
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News

FOR IMMEDIATE RELEASE

Thursday, October 21, 1999

Contact: Bill Adams

Tel.: (202) 366-5580

DOT 171-99

U.S. Secretary of Transportation Slater Applauds New Legislation to Restore Motor Carrier Safety Enforcement Authorities to Department

U.S. Transportation Secretary Rodney E. Slater today said that new legislation approved by Congress and signed by the President has restored full motor carrier safety enforcement authorities to the Department of Transportation.

"In May, we set the goal of reducing motor-carrier related crashes by 50 percent over the next ten years," said Secretary Slater. "This bill recently signed by the President will continue our efforts toward reaching that goal."

The new legislation signed into law October 19, H.R. 3036, again allows the department to assess civil penalties for violations of motor carrier safety regulations. It also allows the Office of Motor Carrier Safety personnel to resume working with U.S. Attorneys' Offices, the DOT Inspector General's Office and the Federal Bureau of Investigation on motor carrier enforcement matters.

These functions and activities were suspended due to a provision in the Department of Transportation appropriations act signed into law on October 9. The provision prohibited the Federal Highway Administration (FHWA) from spending funds for the functions and activities of the Office of Motor Carriers (OMC).

The Secretary, under separate statutory authority, transferred most OMC functions and activities to a new stand-alone office in the department, the Office of Motor Carrier Safety. However, the authority to assess civil penalties could not be transferred and, consequently, could not be performed. The bill recently signed by the President removes the gap in the regulatory authority.

Slater also commended the U.S. House of Representatives on their passage of the Motor Carrier Safety Act of 1999, H.R. 2679, and stated his intent to work closely with the Senate as they begin to move legislation in the firm hope that a strong motor carrier safety measure can be enacted that will help meet the motor-carrier fatality reduction goal.

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Briefing Room



Embargoed until 12 a.m.
Tuesday, November 2, 1999

DOT 179-99
DOT contact: David Smullen
Tel.: 202-366-5568
FAA contact: Paul Takemoto
Tel.: 202-493-4305

DOT Releases Y2K Information On U.S. Airports

The U.S. Department of Transportation (DOT) said today that none of the nation's 565 airports regulated by the Federal Aviation Administration (FAA) has been found to have Y2K problems that will affect the airport's ability to meet regulatory safety requirements during the Year 2000 rollover.

The DOT posted the information on its website (<http://www.fly2k.dot.gov>) along with information indicating that all airports covered under FAA security regulations are ready for the transition to the Year 2000.

U.S. Transportation Secretary Rodney E. Slater congratulated the airports on their efforts to achieve Y2K readiness. "Safety and security are our top priorities at the DOT and it is extremely encouraging that the FAA found that U.S. airports will not have safety and security problems resulting from Y2K," he said. "We expect our transportation system to be as safe in the Year 2000 as it is today. Nevertheless, DOT will continue its aggressive effort to gather information about the Y2K readiness of the transportation sector for the American people."

The Department of Transportation has achieved full Year 2000 compliance for its mission critical systems, including the FAA's air traffic control system.

"We have been working in close partnership with the aviation community since the start of our Y2K effort, and the release of this data is the latest example of that cooperation," said FAA Administrator Jane F. Garvey. "Our goal is to give the flying public the most up-to-date information regarding Y2K, both domestically and abroad."

DOT 179-99
Embargoed until 12 a.m.
Tuesday, November 2, 1999

The FAA review focused on whether airports adhered to the Federal Aviation Regulations (FARs) for safety and security. These regulations cover facilities and operations on the airfield, such as lighting and aircraft rescue and firefighting response. The FAA's Airports organization conducted site visits and interviews with officials at the 565 certificated airports which are served by aircraft with more than 30 seats. Security regulations apply to airports served by aircraft with more than 60 seats and address the airport's capability to limit access to parts of the airfield and terminal. Y2K contingency plans were also reviewed.

Terminal operations managed by the airport, such as baggage handling, ground transportation, and parking facilities, are not under FAA regulation. However, general information on airport Y2K status was submitted to the International Civil Aviation Organization (ICAO) for those airports which provide international service. This information is available on the website but has not been verified by the FAA.

The FAA is currently completing a review for Y2K regulatory compliance of about 3,000 airlines. Information from this evaluation of U.S. airlines will be posted on the website by mid-November and will be updated regularly through the end of the year.

In addition, the information provided on the Year 2000 status of foreign travel destinations has been updated. Information on an additional 45 foreign locations will be posted on the website this month.

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U.S. Department of Transportation
Office of Public Affairs
Washington, D.C.
www.dot.gov/briefing.htm

News

Embargoed until midnight
Tuesday, November 16, 1999

DOT 185-99
FAA Contact: Paul Takemoto
Tel.: 202-267-8521
DOT Contact: David Smallen
Tel.: 202-366-5568

DOT Releases Year 2000 Information On U.S. Airlines

The U.S. Department of Transportation (DOT) announced today that the nation's 10 largest airlines, which handle 95% of domestic passengers, were found to have no Year 2000—or Y2K—issues that would affect their compliance with federal safety standards.

The airlines were part of a Federal Aviation Administration (FAA) Y2K review of 2,822 U.S. carriers which focused on ground-based systems such as those that handle crew scheduling, pilot training and record keeping. Onboard systems, which handle flight and navigation, were reviewed earlier by the FAA's Aircraft Certification office and found not to pose a safety risk due to Y2K because they do not process the year date in a way that would affect flight safety.

U.S. Transportation Secretary Rodney E. Slater said he was encouraged by the FAA's findings. "We have every indication that our aviation system is on the way to becoming fully ready for the Year 2000," he said. "The DOT will continue to work with the aviation industry and the entire transportation community to assure that there is a safe and efficient transition to the new year."

"I am extraordinarily pleased by the Y2K progress made by the airline community," said FAA Administrator Jane F. Garvey. "The different components that make up the world's safest aviation system are pulling together to ensure a safe rollover to Jan. 1, 2000."

The 10 largest carriers received a "one," the highest of three possible ratings. This rating means the FAA determined they have no Y2K issues that would affect regulatory compliance. A "two" rating means the FAA is following up with the airline to determine whether there are Y2K issues that would affect regulatory compliance. A "three" rating means the FAA has determined that Y2K issues may impact the airline's regulatory compliance.

DOT 185-99

Embargoed until midnight

Tuesday, November 16, 1999

Outside of the 10 largest carriers, another 173 U.S. airlines provide scheduled passenger or cargo service using aircraft with 10 or more seats. Of those 173 carriers, 146 received a "one" rating, 27 received a "two" and none received a "three." Of the remaining 2,639 carriers, most of which provide on-demand, non-scheduled passenger service and do not use computer systems to meet federal safety standards, 2,422 received a "one" rating, 182 received a "two", 35 received a "three." FAA inspectors will continue their Y2K reviews through the end of the year, with updates to be made to the web site on Dec. 3 and 15 or as needed.

FAA inspectors will continue close monitoring of the carriers receiving a rating of two or three. Carriers that provide the information needed to show compliance with FAA regulatory requirements will receive a one rating in the near future.

The FAA will post inspectors at the operations and maintenance centers of the top 10 carriers and at other carriers to be determined by FAA management and inspectors from Dec. 30, 1999 to Jan 7, 2000 period. The determination will be based, in part, on the Y2K status of the carrier. Inspectors will focus on carriers with a two or three rating and the FAA is prepared to take enforcement action if the carrier is unable to demonstrate continued regulatory compliance. FAA personnel will also be available to address any safety of flight issues.

The review process began over a year ago in the FAA Flight Standards office, including a review by about 3,000 FAA inspectors. Inspectors reviewed information provided by the carriers, and discussed with the carriers any possible issues that would prevent them from maintaining federal safety standards. The inspectors then based their determinations on the airline data, as well as their day-to-day working knowledge of the carriers. As a precaution, inspectors will be on duty during the rollover to the new year.

The DOT posted this information on its web site (<http://www.fly2k.dot.gov>). Information indicating that none of the nation's 565 FAA-regulated airports has been found to have Y2K problems that will affect the airport's ability to meet regulatory safety requirements was posted on Nov. 2. The web site also contains information on the Y2K status of foreign destinations.

The FAA's air traffic control system achieved full Y2K readiness earlier this year.

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Washington, D.C.
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News

FOR RELEASE*

Friday, November 19, 1999

Contact: Bill Adams

Telephone: 202-366-5580

DOT 192-99

**STATEMENT OF U.S. TRANSPORTATION SECRETARY SLATER
UPON SENATE PASSAGE OF MOTOR CARRIER SAFETY IMPROVEMENT
BILL**

This week's vote by the U.S. Congress is an important moment in American transportation history, and I commend the Members for passing the "Motor Carrier Safety Improvement Act of 1999." I also want to extend my appreciation to the safety groups, trucking industry and organized labor who worked hard to enact one of the most comprehensive steps ever taken to save lives on America's highways.

I will recommend to President Clinton that he sign the bill because it will give the U.S. Department of Transportation and states tough enforcement tools to significantly improve commercial motor carrier safety across the country and at our borders. Safety is President Clinton's and Vice President Gore's highest transportation priority.

The leadership of House Transportation and Infrastructure Committee Chairman Bud Shuster and Ranking Member Jim Oberstar, and Senate Commerce Committee Chairman John McCain and Ranking Member Ernest Hollings has been critical to agreement on this important legislation. I applaud their leadership and am gratified that Congress moved swiftly on its passage.

This historic legislation provides our federal and state transportation professionals additional tools to meet the challenge of truck and bus safety. It is a singular opportunity to make major strides toward improving motor carrier safety and achieving the Clinton-Gore Administration's 50 percent fatality reduction goal.

There are now more than 490,000 business entities – including 13,000 motor coach operators – and 6 million drivers subject to federal and state safety oversight. There are more than 7 million large trucks traveling almost 200 billion miles on the nation's highways each year. We face a significant challenge. In 1998, 5,374 deaths occurred in crashes involving heavy trucks. This unacceptably high number reflects the enormous

personal loss for victims and their families, giving rise to the Administration's stretch goal to significantly reduce these fatalities by 50 percent over the next 10 years.

We at the Department look forward to working with all our partners in continuing these critical efforts to save lives and make our nation's highways safer.

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*(*Note for editors: The U.S. Senate passed the bill on Nov. 19, 1999.)*

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News

FOR IMMEDIATE RELEASE

Wednesday, December 1, 1999

Contact: Bill Mosley

Tel.: (202) 366-5571

DOT 198-99

**62 Nations to Attend Conference
On Future of International Aviation**

Continuing to build strong trade and aviation partnerships around the world, representatives of the United States and more than 60 other nations will meet in Chicago next week at the U.S.-sponsored "Aviation in the 21st Century -- Beyond Open Skies" conference hosted by U.S. Transportation Secretary Rodney E. Slater, the city of Chicago and the Chicagoland Chamber of Commerce.

The number of participating nations exceeds the total which attended the world's first major aviation conference, also held in Chicago. To date, more than 500 people have registered for the conference.

"In the 21st century, the airways will mean to global economic development what the Interstate Highway System meant to national economic growth in this century," Secretary Slater said. "As we enter the new millennium, we must develop a common vision that will broaden our future aviation relationships and benefit all of our economies, enhance safety and security worldwide, and improve the quality of services for passengers and shippers."

The Dec. 5-7 conference will explore the future of international aviation relationships, much like the first "Convention on Civil Aviation," held in Chicago in 1944. That convention, attended by 52 countries, established the basic rules which have guided world aviation for the past 55 years.

Participants with Secretary Slater include transportation ministers and civil aviation directors, the leaders of foreign and domestic airlines and manufacturers, public officials and industry experts. Keynote speakers will be American Airlines Chairman Donald J. Carty, FedEx Corporation Chairman Frederick Smith, and United Airlines Chairman James E. Goodwin. Among officials from Illinois present will be Chicago Mayor Richard Daley Jr. and U.S. Sen. Richard J. Durbin. Boeing Aircraft President Phillip Condit will be among leaders of the aircraft manufacturing industry at the conference. Among representatives of labor will be Duane Woerth, president of the Air Line Pilots Association. Federal Aviation Administrator Jane F. Garvey also will participate.

Also addressing the conference will be L. Welch Pogue, former chairman of the Civil Aeronautics Board and a participant in the 1944 Chicago Convention. Slater called Pogue, who recently celebrated his 100th birthday, the living link between the original convention and the present era of global aviation services.

Reporters who wish to register for the conference may do so on the conference website at <http://dot.jtpr.com>, or by calling Heather Shadur at (312) 573-5478.



FOR IMMEDIATE RELEASE
Monday, December 6, 1999

DOT 202-99
Contact: Bill Mosley
Tel.: (202) 366-5571

Secretary Slater Outlines Steps To Assure Safety of Code-Share Flights

CHICAGO -- U.S. Transportation Secretary Rodney E. Slater today announced the U.S. Department of Transportation's plan for assuring that U.S. code-share service on the foreign-carrier partners of U.S. airlines meets international standards for safety and security.

"Safety is the top transportation priority of President Clinton and Vice President Gore, and safety and security are the our highest priorities at the Department of Transportation," Secretary Slater said. "Through this program, Americans will know that foreign code-share partners meet international safety standards."

The Secretary was joined by FAA Administrator Jane F. Garvey in making the announcement during the U.S. DOT-sponsored conference "Aviation in the 21st Century -- Beyond Open Skies" in Chicago, which has brought together representatives of 90 nations to explore the future of international aviation.

The plan was developed by a team composed of staff from DOT's Federal Aviation Administration (FAA) and the Office of the Secretary of Transportation. U.S. carriers will establish DOT-approved programs for auditing the safety and security of their code-share service on foreign partners, including compliance with the standards set by the International Civil Aviation Organization (ICAO), the United Nations' aviation arm. Only airlines from countries with Category I ratings from the FAA -- countries whose aviation authorities meet ICAO standards for safety oversight -- will be allowed to carry a U.S. carrier's code on their flights. The department will establish guidance for its initiative. Carriers will evaluate their partners' safety on a periodic basis. The airlines must provide the FAA with access to the audit reports.

In addition, in the context of specific code-share applications, the FAA will review whether the U.S. airline applicant is carrying out audits of its foreign airline partner in accordance with its program, and will consult other relevant safety- and security-related information. Only upon successful completion of this FAA review will the department be in a position to consider approving the code-share application.



U.S. Department of Transportation
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News

FOR IMMEDIATE RELEASE

Monday, December 6, 1999

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DOT 206-99

**U.S. Transportation Secretary Slater Signs
U.S.-Italy Open Skies Agreement**

CHICAGO -- U.S. Secretary of Transportation Rodney E. Slater and Italian Minister of Transport and Navigation Tiziano Treu today signed an Open Skies aviation accord that will permit the airlines of both countries to operate air services between the two countries without restriction.

Secretary Slater and Minister Treu signed the agreement during the conference "Aviation in the 21st Century -- Beyond Open Skies." The conference, sponsored by the U.S. Department of Transportation, has brought together representatives of 90 nations to explore the future of international aviation.

"It is appropriate that, as we meet here in Chicago to develop a new vision for opening aviation markets around the world, we cement this new aviation relationship with Italy," Secretary Slater said. "With this new agreement, we advance President Clinton's vision of breaking down barriers to free trade in airline services, which already has led to more frequent service and lower fares in markets around the world."

The Secretary noted that passengers soon will benefit from the new agreement through a new alliance between Northwest Airlines, the Italian carrier Alitalia and KLM Royal Dutch Airlines. On Dec. 3, the U.S. Department of Transportation granted antitrust immunity to the alliance, which will allow the carriers to plan and coordinate services over their respective route systems. In addition to Northwest, American Airlines, Delta Air Lines, United Airlines, Continental Airlines and UPS have applied for authority for new or expanded service to Italy. The department plans to act on these applications very soon.

Open Skies agreements permit unrestricted air service by the airlines of both countries between and beyond the other's territory, eliminating restrictions on how often carriers can fly, the kind of aircraft they use and the prices they can charge. The United States has Open Skies agreements with 38 aviation partners.

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Briefing Room

DOT 202-99

Monday, December 6, 1999

Code sharing is a common industry practice in which one airline offers service in its own name to a particular city, but some or all of the transportation is provided by another carrier which carries its partner's designator code. These code-share flights are marketed by U.S. carriers as their own flights. The globalization of the airline industry is making this practice increasingly common in international travel. While code sharing allows carriers to provide more convenient and often seamless service to travelers, the Department of Transportation has recognized the need to assure that the code-share service of U.S. airlines on foreign partners meet international standards of safety.

Both Slater and Garvey emphasized their strong belief that international code-sharing arrangements, with proper oversight and cooperation among all parties, can significantly contribute to increased levels of aviation safety worldwide.

Earlier this year, the Secretary directed the DOT team to develop the code-share safety plan, building upon the work already undertaken in this area by the U.S. Department of Defense and DOT's Office of Inspector General.

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