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U.S. Department of Transportation  
Office of Public Affairs  
Washington, D.C.  
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News

**FOR IMMEDIATE RELEASE**

Monday, January 3, 2000

Contact: Dave Smallen

Tel.: 202-366-5580

DOT 3-00

**U.S. Transportation Secretary Slater  
Confirms Successful Transition to 2000  
By Nation's Transportation Systems**

U.S. Transportation Secretary Rodney E. Slater stated today that U.S. transportation systems continued to function normally as the world transitioned to a new century and entered the new millennium.

"The continued smooth operation of our transportation systems is due in large part to the comprehensive efforts made by the Department of Transportation and its public and private sector partners to prepare for the Year 2000," Secretary Slater said. "Led by President Clinton, Vice President Gore and John Koskinen, government and industry, working together, have produced a safe transition to the new year with transportation systems that continue to operate normally."

Secretary Slater offered special thanks to Deputy Secretary Mortimer L. Downey, who led the Department's Y2K four-year effort involving more than 3,000 people and costing more than \$440 million. The Department's 609 mission-critical systems, including the Federal Aviation Administration's air traffic control system and the U.S. Coast Guard's search-and-rescue system, all successfully transitioned through Y2K with no significant Y2K or other problems.

Secretary Slater said that the department's investment helped ensure that transportation safety and services continued uninterrupted by Y2K problems and that the American public could continue to have confidence in its transportation systems.

In preparing for the transition, the Department worked closely with the International Civil Aviation Organization to assess the readiness of travel locations, airports and airlines around the world. As part of this process, the Department heralded a "Fly2K" web site where travelers could gain important information on the status of international air travel to more than 100 countries.

Secretary Slater noted that FAA Administrator Jane F. Garvey's successful cross-country flights New Year's Eve demonstrated the Y2K readiness of the aviation system and the FAA's ability to manage the complex systems development efforts. The flight was in the air during the 7 p.m. EST new year's rollover of the air traffic control system which operates on Universal Time.

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800 INDEPENDENCE AVE., WASHINGTON D.C., 20591

**FOR IMMEDIATE RELEASE**

DOT 17-00

January 28, 2000

Contact: Bill Mosley

Phone: 202-366-5571

**Secretary Slater, FAA Administrator Garvey Unveil New Air Traffic Control Technology for Syracuse**

SYRACUSE, N.Y. – Responding to President Clinton's charge in his State of the Union message to address the new century's challenges by investing in technology, U.S. Transportation Secretary Rodney E. Slater today marked another milestone in building an aviation system for the new millennium when he unveiled state-of-the-art air traffic control workstations at Syracuse Hancock International Airport.

On Jan. 12, FAA air traffic controllers in Syracuse became the second in the nation to use Standard Terminal Automation Replacement System (STARS) workstations, following El Paso, Texas, which began using the displays in December. The workstations are the first part of a phased program to deploy STARS as a full-service system nationwide. Raytheon Corporation of Lexington, Mass., is the development contractor.

"In his State of the Union address yesterday, President Clinton spoke of the importance of investment in technology," Secretary Slater said. "Today, we see concrete evidence of his vision -- STARS, a new technology unveiled here in Syracuse, will demonstrate how we are using technology to take our nation and our aviation system into the 21st century."

"We have turned the corner on STARS," said Federal Aviation Administrator Jane F. Garvey, who joined Secretary Slater at the dedication. "We will continue to work together to make sure that an operationally suitable and acceptable system is deployed at air traffic control facilities throughout the National Airspace System."

Secretary Slater noted that STARS is part of a broader strategy to meet the aviation needs of the 21st century and keep America's aviation system the safest, most secure and most efficient in the world.

STARS modernizes automation equipment and displays at terminal radar approach control facilities and associated towers by replacing aging controller workstations, mappers and network infrastructure. Controllers and technicians at the Syracuse approach control facility successfully integrated the existing automation system with the new workstations, which feature high-resolution color monitors.

Once STARS is fully developed, it will provide air traffic control automation for terminal facilities of any size. Major advantages of the system, in addition to color monitors, include industry-developed software, an "evolutionary" approach to planned upgrades, and reduced life-cycle costs through use of common hardware and software. STARS is planned to replace automation equipment at all FAA terminal radar approach facilities in the United States.

Raytheon is under contract with the FAA to install STARS at 173 FAA terminal area control facilities, 199 military radar approach control facilities and at associated air traffic control towers over the next decade.

Testing on the new workstations was completed in September. Raytheon engineers worked in partnership with FAA management and with two employee unions, the Professional Airways System Specialists and the National Air Traffic Controllers Association, to develop the new system.

Air traffic controllers at the Syracuse Terminal Radar Approach Control (TRACON) facility handle about 450 daily aircraft operations. In 1999, the TRACON handled over 160,000 operations. Its control room can accommodate up to five operational positions. The TRACON controls approximately 8,000 square miles of airspace. The TRACON's airspace boundaries extend west of Utica, N.Y., east of Waterloo, N.Y., north to Watertown, N.Y., and south to Cortland, N.Y.

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DOT 51-00  
Friday, March 10, 2000



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## News

FOR IMMEDIATE RELEASE  
Friday, March 10, 2000

DOT 51-00  
Contact: Fraser Jones  
Tel.: (202) 267-8521

### **President Unveils Severe Weather Plan, DOT Cites Unprecedented FAA and Industry Collaboration And Launches New Air Traffic Information Website**

President Clinton, along with U.S. Transportation Secretary Rodney E. Slater, announced today that the Federal Aviation Administration (FAA) and the aviation industry have launched a new effort to improve the flow of air traffic during severe weather, once again supporting his "people first" agenda. This severe-weather plan, which begins March 12 and will be fully phased in April 1, will maximize the use of available air space, improve communications between FAA and the airline industry, and expand the use of new technology to help reduce delays.

"One of the biggest air traffic control challenges we face is warm weather thunderstorms that snarl air traffic and pile up delays," President Clinton said. "With the coming of spring, we have to remember that last summer's storms were some of the worst on record -- and our air traffic control system couldn't respond fast enough. That's not good for travelers and it's not good for our economy. Of course, when it comes to air travel, safety is the bottom line. In severe weather, flights will be canceled or delayed and passengers wouldn't want it any other way. But as we work to keep air travel as safe as it can be, we should also take every opportunity to make it as efficient as it can be.

"After last summer's record delays, the Federal Aviation Administration has put together an extraordinary partnership with the airline industry, the pilots and workers who keep the planes in the air, and the air traffic controllers who bring them safely home," the President added. "This partnership represents a crucial first step in our ongoing efforts to improve efficiency and safety in air travel and reform the nation's air traffic control systems."

"The FAA's mission is to assure that flights arrive safely and efficiently," Secretary Slater said. "Many times, however, Mother Nature disrupts our normal procedures. With this new initiative the FAA is working more collaboratively than ever before with the airlines to ensure they have a better-managed response to severe weather conditions and delays."

The FAA and the airlines began working together in the fall of 1999 to develop a new approach to managing operations during severe weather conditions. With better technology, streamlined procedures and quicker decision making, the FAA foresees maintaining the highest measure of safety while at the same time working to reduce cancellations and delays.

"Critical to the success of this approach to managing air traffic in severe weather is ongoing and open communications between the FAA and its airline customers," said FAA Administrator Jane Garvey. "We are also planning to communicate openly with air travelers by using the Internet to provide more and better information about the general status of the air traffic control system."

"This is a new way of industry and government working together to provide better service for passengers and shippers," said Carol Hallett, president of the Air Transport Association.

Air traffic control system information will be available at a new FAA web address. The site is under construction and should be operational April 3. It will be accessible to travelers, commercial travel web sites and news organizations. For specific flight information, travelers should contact their airline.

Last year, air traffic delays were up 22.2 percent over the year before, in part because of severe weather. A review of the special weather notices broadcast by air traffic facilities shows five times more activity in 1999 than the previous five-year average. Of the nearly 165 million operations handled last year, 374,116 experienced delays. Some 68.8 percent of the delays were attributable to weather. Some 11.8 percent of the delays were due to traffic volume, 4.7 percent to runway closures for construction or emergencies, 2.1 percent to problems with FAA equipment, and 12.7 percent to other causes.

The program announced today will:

- Improve FAA/airline communications, including a common terminology to speed understanding of planned changes because of poor weather.
- Have the FAA and airlines use the same weather forecasts -- and more frequent forecasts -- to determine how to deal with storms.
- Allow near real-time tower-control center communications in the New York area to maximize the number of departures in the busy New York/Chicago corridor. Pilots will know far faster when they will be able to depart and can relay that information to passengers.

- Make use of lower-level airspace to enable the air traffic control system to absorb more volume at peak travel times.
- Make better use of military airspace off the East Coast during periods of severe weather, allowing alternative North-South routings.

Examples of how the new Spring/Summer 2000 program would work to reduce delays or to shorten the duration of delays include:

- Earlier decisions about weather patterns will let airlines make decisions about rerouting passengers and traffic from affected airports. With enough advance notice, airlines could shift airplanes and passengers to alternative flights and routings. Airlines will be able to prioritize which flights to operate when weather reduces operations at some airports.
- Airplanes that have been kept waiting the longest will have priority in departing when conditions permit.
- With earlier and better access to information, passengers will be able to adjust travel plans before leaving for the airport.

Organizations participating in the severe weather initiative, in addition to the DOT's FAA and the National Air Traffic Controllers Association, include the Air Line Pilots Association, the Air Transport Association representing major airlines, the Airline Dispatchers Federation, the Defense Department, the National Business Aviation Association, the Regional Airline Association, the Air Force and the Navy.

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**News**

**FOR IMMEDIATE RELEASE**

Monday, April 3, 2000  
Contact: Bill Adams  
Tel.: (202) 366-5580  
DOT 72-00

**U.S. SECRETARY OF TRANSPORTATION RODNEY E. SLATER:  
PERFORMANCE REPORT RESULTS SHOW EXCELLENT PROGRESS IN FY '99**

Declaring that the U.S. Department of Transportation is on course, setting stretch goals and accomplishing them, U.S. Secretary of Transportation Rodney E. Slater today announced that the department met or observed a positive trend in 77 percent of its performance plan goals for FY 1999.

For the last two years, the department's performance plan has earned the distinction as the best in the federal government. This is the first year the department has been required to formally report to the President and Congress on its success in meeting the goals set down in its performance plan.

"By any measure, the U.S. Department of Transportation has showed excellent progress in fiscal year 1999," said Secretary Slater. "We've held ourselves to rigorous performance standards, we've set stretch goals, and we've shown ourselves to be good stewards of the American taxpayer's dollar. Even more importantly, we have continued to show that transportation is about more than concrete, asphalt and steel. It is about people."

The FY 1999 Performance Plan described what the Department of Transportation aimed to achieve in that fiscal year in the areas of its major goals of safety, mobility, economic growth and trade, human and natural environment and national security.

For FY 1999, the department achieved the following:

- Highway fatality and injury rates fell to all time lows. Total highway fatalities dropped from 41,471 in 1998 to an estimated 41,345 in 1999. Preliminary estimates are that highway fatalities were 1.5 per 100 million vehicle miles of travel in 1999, and injuries were 119 per 100 million vehicle miles of travel. Motor carrier-related fatalities fell from 5,374 in 1998 to 5,203 in 1999. In addition, the department is adding inspectors to increase enforcement and education and is employing information technology to improve truck safety to achieve the goal of a 50 percent reduction in motor carrier-related fatalities by 2009.
- The department met or saw positive trends in safety goals for transit, pipelines, hazardous materials and at sea. Freight and passenger movement on the nation's railroads continues to grow at unprecedented rates. The department was able to achieve three of its four rail safety goals: rail fatality rate, down 10 percent; grade crossing accident rate, down eight percent; and trespasser fatality rate, down 17 percent over 1998.
- The department met or observed a positive trend in 15 of 18 goals aimed at improving mobility. The condition of the nation's transportation system is improving on the highways, runways, ports

and rail stations.

- The department met or saw a positive trend in all of its economic growth goals, including a 31 percent increase in commercial vessels under construction in U.S. shipyards, a 15 increase in passengers in markets with Open Skies agreements, and 119 more miles of the Appalachian Development Highway System completed.
- The department met its environmental goals for wetlands replacement, lowered the number of gallons of oil spilled in the marine environment, and reduced aircraft noise. The department came close to meeting its goals to reduce hazardous liquid spills and increase transit service. Current efforts to fund innovative projects that promote transit ridership, clean fuels and emissions-reducing inspection and maintenance programs should help the department reach its goals soon.
- The department met seven of nine national security goals, including a 10 percent increase in drug seizure rates. The department has requested a nine percent increase in the U.S. Coast Guard's operating budget for FY 2001 to better meet Department of Defense readiness requirements.
- The United States' aviation safety record continues to be the best in the world, and the Federal Aviation Administration's (FAA) Safe Skies Initiative will result in further improvements in aviation safety. The department did not meet aviation runway incursion or operational error goals, and FAA Administrator Garvey recently announced a runway incursion action plan to correct this trend.
- The department is concerned that seat belt usage has not increased, and it will be reexamining seat belt usage improvement strategies.

Secretary Slater went on to say, "Safety is our North Star. We in the U.S. Department of Transportation remain steadfast in our resolve to lead the national effort to improve transportation safety and efficiency, and we will use these results to shape the transportation system that will serve our nation through the new century and the new millennium."

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News

**FOR IMMEDIATE RELEASE**

Friday, April 14, 2000  
Contact: Kara Gerhardt  
Tel.: (202) 366-5565  
DOT 77-00

**SECRETARY SLATER'S TRANSPORTATION TOUR HIGHLIGHTS  
SAFE, SUSTAINABLE AND INTEGRATED 21<sup>st</sup> CENTURY  
TRANSPORTATION SYSTEM**

U.S. Secretary of Transportation Rodney E. Slater today began a two-week, multi-modal tour across America to promote the Clinton-Gore administration's vision of a transportation system that enhances safety and mobility while meeting the needs of all Americans.

In Laredo, Texas, Slater kicked off the tour at the southern border of the U.S. and Mexico and will conclude the tour on the northern border of the U.S. and Canada in Buffalo, N.Y. As the keynote speaker for the dedication of the \$128 million World Trade Bridge in Laredo, Secretary Slater announced the tour is about the future of transportation and its importance in the new century and the new millennium as it relates to safety, mobility, the human and natural environment, economic development and trade, and national security.

Secretary Slater also will tour strategic transportation facilities and meet with congressional leaders, governors, mayors, other elected officials, management and labor leaders within the transportation industry, community leaders, and safety advocates. Other cities along the tour include Akron, Ohio; Pittsburgh, Pa.; Elmira and New York City, N.Y.; Chicago, Ill.; Detroit, Mich.; Indianapolis, Ind.; Charleston, W. Va.; Louisville, Ky.; Little Rock, Ark.; Oklahoma City, Okla.; New Orleans, La.; Dallas, Texas; and Memphis, Tenn. Secretary Slater will join President Clinton during the President's Digital Divide New Markets tour in Chicago and for the dedication of the Oklahoma City Memorial in honor of those who died in the tragedy at Oklahoma City in

1995.

Particular focus will be given to the need for an integrated transportation system in the future that moves people, goods, information and services safely and efficiently while growing local economies to help create jobs and more livable communities.

"This tour reinforces the Clinton-Gore administration's recognition of transportation as a strategic investment, along with education, health care, technology and the environment, essential to strengthening America for the new challenges and the limitless opportunities of a new century and a new millennium," Secretary Slater said.

Secretary Slater's tour will also feature seven key 2025 Visioning Sessions where the Secretary and other key transportation leaders will participate in listening sessions with an array of academics and leaders in business, labor, community and local, state, federal and international affairs to discuss the future of the transportation enterprise in the following areas:

Akron: New-Entrant Carriers and Competition

Detroit: The Automotive Capital of the World

Memphis: The Distribution Center of the World

Little Rock: Safety: The Number One Transportation  
Priority-Our North Star

New Orleans: A Gateway to the Americas

Buffalo: A Transportation Hub of the 21<sup>st</sup> Century

Dallas: Livability: Communities That Are Not Just Better Off, But Better

These 2025 Visioning Sessions are designed to aid the ever visionary and vigilant professionals at the U.S. Department of Transportation and other public and private sector leaders in formulating a new vision of transportation and in crafting a new policy architecture for transportation decision-making to bring such a system into being. The 2025 Visioning sessions also will aid the U.S. Department of Transportation as it prepares to host an International

Transportation Symposium in Washington, D.C., this fall to highlight best practices and innovate ideas around the world.

During his tour, Secretary Slater will promote railroad safety and the use of safety belts, discuss the benefits of new entry and low cost carriers in the airline industry, promote expanded maritime and surface transportation services, and visit National Millennium Trail sites as well as a variety of transportation projects.

Secretary Slater has conducted transportation tours every April since 1994 to examine first-hand how the Clinton administration's record level of investment in transportation is improving the quality of peoples' lives across the length and breadth of America, as well as improving travel and trade internationally.

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**News**

FOR IMMEDIATE RELEASE  
Friday, April 14, 2000

DOT 79-00  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## **DOT Expands Access to Slot-Controlled Airports For Smaller Communities, New-Entrant Carriers**

Implementing provisions of a newly enacted aviation statute, the U.S. Department of Transportation today authorized new-entrant airlines and those serving small communities with aircraft having fewer than 71 seats to add services at New York's LaGuardia and JFK Airports and Chicago's O'Hare Airport.

The department's actions implement provisions of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (FAIR-21), signed April 5 by President Clinton.

"Removing slot restrictions is a fundamental part of President Clinton's and Vice President Gore's proposal to bring our aviation system into the new century and the new millennium," U.S. Transportation Secretary Rodney E. Slater said. "The new services allowed under FAIR-21 will increase airline competition, improve access to our major airports, and provide better service to communities across the nation, helping to ensure that all Americans share in the benefits of airline deregulation."

The Secretary added that the DOT acted promptly -- just over a week after the act was signed -- so that travelers and shippers may enjoy the competitive and service benefits of the legislation as soon as possible.

Today's action begins a phase-out of restrictions at three of the four slot-controlled U.S. airports: LaGuardia, JFK, and O'Hare, and allows for increased operations at the fourth -- Washington, D.C.'s, Reagan National. The restrictions, which were first implemented in 1969 to address severe congestion and delay problems, limit the number of slots -- takeoffs and landings -- at the four airports. The regulatory slot limits have not been increased since the mid-1980s, despite huge advances in both technology and traffic management techniques. In 1994, DOT gained statutory authority to grant exemptions from the rule at O'Hare and the New York airports for service by new-entrant carriers if warranted by exceptional circumstances, and the department has granted a number of exemptions under this authority. In February 1999, DOT proposed eliminating most slot restrictions in order to increase new entry and promote competition, and to improve service for small and medium-sized communities.

DOT 79-00  
Friday, April 14, 2000

FAIR-21, which also authorizes programs of DOT's Federal Aviation Administration for the next three years, directs that all slot restrictions be eliminated on July 1, 2002 at O'Hare, and Jan. 1, 2007 at the two New York airports. In addition, the new law immediately exempts new or additional service to small communities with aircraft having fewer than 71 seats. It also allows airlines with only limited operations to increase service at the New York airports to a total of 20 slots each, and at O'Hare by a total of 30 slots for such carriers combined. In addition, as of May 1 slot exemptions for international service will no longer be required at O'Hare.

In addition, under the act DOT will grant 24 exemptions at Reagan National -- 12 for flights within 1,250 miles of the airport and 12 for flights beyond that distance. Each exemption allows the carrier to perform one arrival or departure.

In orders issued today, DOT said that any airline certifying that it meets the criteria for the small-community slot exemptions and the new-entrant exemptions at New York may begin after contacting the Slot Administration Office of the department's Federal Aviation Administration (FAA) regarding a start-up date. A procedure is also set by which new entrants may apply within 10 days for the 30 exemptions at Chicago; these will be awarded within 45 days. All slot exemptions must be operated by quiet Stage 3 aircraft, and the airports are to be given priority for noise compatibility grants.

Six airlines have announced their plans to begin new or expanded service between LaGuardia and total of 32 cities, including Albany, Buffalo, Rochester and Syracuse, N.Y.; Richmond and Norfolk, Va.; Charleston, Columbia, and Greenville/Spartanburg, S.C.; Birmingham, Ala.; Des Moines, Iowa; Grand Rapids, Mich.; Dayton, Ohio; Bangor and Portland, Me.; and Savannah, Ga. In addition, three carriers plan new or expanded service to O'Hare from Las Vegas, Dallas Love Field and Columbus, Ohio.

Although carriers have applied for large numbers of exemptions and are likely to continue to apply for these exemptions at New York and Chicago, departmental approvals will not immediately translate into a comparable surge of new operations. Carriers still will have to procure or reposition aircraft and staff and set their own schedules. Some of the carriers that have already applied have indicated their intent to phase in their operations over a period of months or years. FAA use-or-lose slot requirements will still be in effect as well. Market conditions will dictate how soon the exemptions are actually utilized, and at what locations.

DOT also said that airlines who wish to apply for the Reagan National exemptions must do so within 30 days. The department must act on these applications within 90 days of FAIR-21's enactment.

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**News**

**FOR IMMEDIATE RELEASE**

Tuesday, May 2, 2000

Contact: Bill Mosley

Tel.: (202) 366-5571

DOT 87-00

**SECRETARY SLATER SIGNS OPEN SKIES  
AGREEMENT WITH THE GAMBIA**

U.S. Transportation Secretary Rodney E. Slater and Momodou Sarjo Jallow, Secretary of State for Works, Communications and Information of The Gambia, today signed an Open Skies aviation agreement between their two countries.

The agreement, which was signed in Washington, establishes the first modern, comprehensive aviation relationship between the two countries. It also represents the fifth U.S. Open Skies agreement with an African country -- following Tanzania, Namibia, Burkina Faso and Ghana -- all of which have been concluded within the past six months. The United States now has Open Skies agreements with 46 countries around the world.

"This agreement represents the continued commitment of President Clinton and Vice President Gore to improving transportation ties between the United States and Africa," Secretary Slater said. "Efficient air transportation is essential to achieving economic growth and development on the continent, and we are very pleased that The Gambia shares this perspective."

The new agreement represents concrete results from the Clinton-Gore administration's and Secretary Slater's efforts to establish closer ties with Africa. The accord also reflects Secretary Slater's earlier ministerial gatherings with African officials in Africa, Atlanta and Chicago. Discussions toward new aviation agreements have been ongoing with a number of other African countries, including Ethiopia and Kenya.

Open Skies agreements permit unrestricted air service by the airlines of each country to, from and beyond the other's territory, eliminating restrictions on how often carriers can fly, the kind of aircraft they can use, and the prices they can charge. The agreement covers both passenger and cargo services, as well as scheduled and charter operations.

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**News**

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**FOR IMMEDIATE RELEASE**

Monday, May 15, 2000

Contact: Bill Mosley

Tel.: (202) 366-5571

DOT 92-00

**DOT SECRETARIES JOIN TO DISCUSS  
FUTURE OF TRANSPORTATION**

At today's launch of the 44th year of National Transportation Week, four U.S. Secretaries of Transportation joined for the first time ever to discuss the future of transportation in the new century and the new millennium.

In a panel discussion entitled "Transportation in the 21st Century" held at the National Press Club in Washington, D.C., former DOT Secretaries Alan S. Boyd (1967-69), William T. Coleman (1975-77) and Samuel K. Skinner (1989-91), along with current U.S. Secretary of Transportation Rodney E. Slater, shared their views of the transportation system of the future.

"As we build the transportation system of the future, we are creating a climate of innovation that will allow our transportation system to be flexible and nimble in the 21st century; we must ensure that it is safe and sustainable, to be sure, but also international in reach, intermodal in form, intelligent in character and inclusive in service," Secretary Slater said. "President Clinton and Vice President Gore have set out this vision of the transportation of the 21st century, and we must move forward to make it a reality."

As discussions focused on the importance of international travel and trade, this group of bipartisan Transportation Secretaries also endorsed the need for China to be granted permanent normal trading relations by the United States in order to open markets to U.S. goods and create jobs in the United States.

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800 INDEPENDENCE AVE., WASHINGTON D.C., 20591

**FOR IMMEDIATE RELEASE**

DOT 95-00

May 16, 2000

Contact: Kathryn B. Creedy

Phone: 202-267-8521

**FAA Completes Deployment Of New Surveillance Radar**

In a significant milestone in the modernization of the National Airspace System, the U.S. Department of Transportation's Federal Aviation Administration (FAA) recently completed the final installation and acceptance of innovative air surveillance radar technology that will enhance air safety through improved position information and weather detection.

Air Route Surveillance Radar (ARSR-4) replaces obsolete radar with all-solid-state, long-range, three-dimensional radar providing aircraft position information to the FAA, Air Force, Navy and Customs Service. The ARSR-4 also provides weather data to both the FAA and National Weather Service. The 12-year ARSR-4 program was a joint FAA/Department of Defense initiative.

"Completion of this key phase of the air traffic control system is a significant step in building the transportation system of the 21st century," U.S. Transportation Secretary Rodney E. Slater said. "The ARSR-4 program demonstrates that innovative technology can make our aviation system both safer and more efficient."

The ARSR-4 provides several unique capabilities not found in other long-range radar. It can detect a one-square-meter object out to 250 nautical miles, a 50 nautical mile increase over previous long-range radar models. The square-meter target can even be detected through severe weather conditions including heavy ground and sea interference as well as large bird migrations. The superior target detection enhances the ability to identify hostile intruders and drug smugglers. It also improves weather detection by increasing weather processing from two to six levels. The improved weather information will increase controller and pilot awareness of their operating environments.

The program consists of 43 operational systems deployed around the periphery of the continental United States as well as in Guam, Hawaii and Guantanamo Bay, Cuba. The 44th system is used for support at the FAA Academy at the Mike Monroney Aeronautical Center in Oklahoma City. The program began with a contract award in 1988 to Northrop Grumman. The first system was commissioned in April 1996 in Tamiami, Fla. Total program costs were \$800 million, half of which was paid by DOD.

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800 INDEPENDENCE AVE., WASHINGTON D.C., 20591

**FOR IMMEDIATE RELEASE**

DOT 99-00

May 22, 2000

Contact: Alison Duquette

Phone: 202-267-8521

**President Clinton Announces Proposal to Require Airlines to Carry Heart Device**

President Clinton, in his radio address Saturday, announced a proposal that would require U.S. airlines to carry automatic external defibrillators (AEDs) on all domestic and international flights.

Working collaboratively with the Air Transport Association, the U.S. Department of Transportation's Federal Aviation Administration (FAA) collected data on in-flight medical events from 15 airlines carrying 85 percent of U.S. domestic passengers from July 1, 1998 through June 30, 1999. During that time as many as five of the airlines had begun carrying AEDs. The industry reported 119 cardiac-related events that resulted in 64 deaths. AEDs delivered shocks in 17 separate events, prolonging the lives of four passengers. An AED was unavailable for 40 cardiac-related events.

"Safety is my highest transportation priority, and an important part of in-flight safety is the availability of vital first aid in case of illness," President Clinton said. "AEDs have proven effective in saving lives, and I believe that all airline passengers should have access to this life-saving technology."

"Defibrillators can help save lives of airline passengers who suffer cardiac arrest in flight, and this proposal would now guarantee their availability to everyone," U.S. Transportation Secretary Rodney E. Slater said. "Saving lives, whether through accident prevention or other means, is the Department of Transportation's highest priority."

FAA Administrator Jane F. Garvey noted that while many airlines have already begun carrying AEDs, the data and advancements in technology make it clear that all airlines should carry the device.

Eight major and six regional airlines either currently carry or have made a commitment to carry the heart device. The FAA's Notice of Proposed Rulemaking (NPRM) will affect the airplanes that weigh more than 7,500 pounds each and have at least one flight attendant.

The proposal is part of the administration's efforts to protect the estimated 350,000 Americans who are struck by cardiac arrest

each year. Cardiac arrest stops effective pumping of blood to the heart. An abnormal heart rhythm called "ventricular fibrillation" is the most common form of treatable cardiac arrest. Chances of survival can be as high as 90 percent if defibrillation, electrical shocks that stimulate the heart to resume normal beating, is provided during the first minute following collapse.

The FAA is also proposing adding certain medications to airlines' medical kits for stabilizing passengers who suffer on-board medical emergencies. The proposal includes:

- oral antihistamine
- non-narcotic analgesic
- aspirin
- atropine
- bronchodilator inhaler
- lidocaine and saline
- IV administration kit with connectors
- AMBU bag (to assist respiration following defibrillation)
- CPR masks

The current emergency medical kit contains:

- sphygmomanometer (measures blood pressure)
- stethoscope
- three sizes of oral airways (breathing tubes)
- syringes
- needles
- 50 percent dextrose injection (for hypoglycemia or insulin shock)
- epinephrine (for asthma or acute allergic reactions)
- diphenhydramine (for allergic reactions)
- nitroglycerin tablets (for cardiac-related pain)
- basic instructions on the use of the drugs
- latex gloves

Flight attendants, who currently are trained in CPR, also will receive initial and recurrent training in use of AEDs. Pilots will be trained on the location of the AED and how to use it. All crewmembers will receive familiarization training on the enhanced emergency medical kit.

The FAA proposal provides a three-year compliance period to allow airlines to purchase the equipment and develop training programs. The total estimated cost to the airline industry over 10 years for equipment, medications, and initial and recurrent crew training is \$138 million. An AED should cost no more than \$3,500 and may cost less in quantity.

Medical personnel are frequently onboard and can assist fellow passengers during a medical emergency. In addition, a "Good Samaritan" provision in the Aviation Medical Assistance Act of 1998 limits air carrier and non-employee passenger liability unless the assistance is grossly negligent or willful misconduct is evident.

The public comment period is 120 days from publication in the Federal Register.

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**News**

FOR IMMEDIATE RELEASE

Tuesday, May 23, 2000

DOT 100-00

Contact: Bill Mosley

Tel.: (202) 366-5571

## **DOT Expands Airline Access to Chicago O'Hare Airport**

Acting to enhance airline competition and create additional opportunities for carriers with little or no service to Chicago's O'Hare Airport, the U.S. Department of Transportation yesterday granted exemptions from slot restrictions to six airlines seeking to serve the airport from around the nation.

The action implements provisions of the Wendell Ford Aviation Investment and Reform Act for the 21st Century (FAIR-21), signed April 5 by President Clinton.

"Removing slots restrictions is a fundamental part of President Clinton's and Vice President Gore's vision of inclusiveness in the transportation system of the new century and the new millennium," U.S. Transportation Secretary Rodney E. Slater. "Providing airlines with increased access to our air transportation network means improved competition and better service to communities across our nation, which results in better prices for the consumer."

Among other provisions, FAIR-21 provides 30 new daily slot exemptions to be allocated among airlines without service to O'Hare or holding fewer than 20 slots and slot exemptions at the airport. All slot exemptions must be operated by quiet Stage 3 aircraft. One slot or slot exemption allows one takeoff or landing.

In today's action, the department granted America West Airlines three slot exemptions for service to O'Hare from Las Vegas; Legend Airlines four exemptions for service from Dallas' Love Field; Mesa Airlines six exemptions for service from Columbus, Ohio; National Airlines five exemptions for service to Las Vegas; Sun Country Airlines six exemptions for service from Minneapolis-St. Paul; and Spirit Airlines six exemption for service to any of a number of airports in Florida or South Carolina that it proposed, to be allocated as the carrier chooses. In its application, Spirit sought service to O'Hare from Orlando, Tampa, Fort Myers, Fort Lauderdale and West Palm Beach, Fla., and Myrtle Beach, S.C. None of these carriers except America West currently serves O'Hare.

DOT 100-00  
Tuesday, May 23, 2000

All of the applicants showed that their proposed operations would have a positive effect on airline competition in the markets they plan to serve, DOT said. While the department could not grant all of the exemptions sought by three of the six carriers, it gave all six applicants sufficient access to O'Hare so that they could establish new competitive operations. Mesa had applied for eight exemptions, Legend 10 and Spirit 19. The department noted that applicants who were not awarded the total number of slot exemptions they sought in this proceeding may reapply for the balance of their request under the department's previously existing authority to grant slot exemptions. Carriers applying under this authority must demonstrate that granting the exemptions would be in the public interest.

The new flights may begin after the carriers contact the department's Federal Aviation Administration regarding a start-up date.

In addition to the new Chicago services, FAIR-21 directed that all slot restrictions be eliminated on July 1, 2002 at O'Hare, and Jan. 1, 2007 at New York's LaGuardia and JFK airports. The new law immediately exempts new or additional service to small communities with aircraft having fewer than 71 seats. It also allows airlines with only limited operations to increase service at the New York airports to a total of 20 slots each. In addition, as of May 1 slot exemptions for international service were no longer required at O'Hare. On April 14, the department authorized the new small-aircraft flights at O'Hare, LaGuardia and JFK, and the new-entrant services to the New York airports.

Also under the act, by July 5 DOT will grant 24 exemptions at Reagan Washington National Airport, the only airport at which slot restrictions will be retained.

The order may be obtained via the Internet at <http://dms.dot.gov>, docket number OST-2000-7180.

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News

**FOR IMMEDIATE RELEASE**

Thursday, June 1, 2000

Contact: Bill Mosley

Tel.: (202) 366-5571

DOT 108-00

**DOT Secretary Slater Announces Law Protecting Air Passengers With Disabilities Now Covers Foreign Airlines**

The U.S. Department of Transportation (DOT), as part of the Clinton-Gore administration's ongoing efforts to ensure fair treatment for airline passengers with disabilities, has notified foreign carriers serving the United States that they are now subject to the Air Carrier Access Act (ACAA) which protects these passengers.

The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, signed by President Clinton on April 5, adopted a provision proposed by the administration that extends the requirements of the ACAA to foreign airlines.

"President Clinton and Vice President Gore are committed to making our transportation system fully inclusive for all Americans," U.S. Transportation Secretary Rodney E. Slater said. "This new provision ensures that people with disabilities will have the same protections when flying on foreign carriers to and from the United States that they have enjoyed on U.S. airlines."

Under the ACAA, which was enacted in 1986, DOT developed regulations to ensure that air travelers with disabilities would be treated without discrimination in a way consistent with the safe carriage of all passengers. These rules were designed to minimize the special problems that passengers with disabilities face as they travel on the nation's air transportation system. The rules will be revised in the future to make them applicable to foreign airlines. A DOT booklet summarizing the ACAA rules, *New Horizons: Information for the Air Traveler with a Disability*, may be obtained via the Internet at <http://www.dot.gov/airconsumer> or by calling (202) 366-2220 and leaving a message requesting a copy.

The department has taken numerous other actions under the ACAA, including enforcement action, to protect the rights of airline passengers with disabilities. Last year, for example, DOT prohibited airlines from limiting their liability for loss or damage to passengers' wheelchairs and other assistive devices. Also in 1999, the department proposed to require that boarding lifts be required for aircraft with 31 or more seats if level-entry boarding is not provided, extending an existing requirement for smaller aircraft.

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**News**

**FOR IMMEDIATE RELEASE**

Friday, June 2, 2000  
Contact: Bill Mosley  
Tel.: (202) 366-5571  
DOT 109-00

**All Flights To and From the United States  
To Be Smoke-Free**

All scheduled flights between the United States and foreign destinations will be completely smoke-free beginning June 4, U.S. Transportation Secretary Rodney E. Slater said today.

DOT today issued rules through the Office of the Secretary and the department's Federal Aviation Administration prohibiting smoking on all scheduled passenger flights by U.S. airlines and on scheduled passenger flights of foreign carriers into and out of the United States. The rules also prohibit smoking in the cockpit on those flights. The rules implement a provision of the Wendell H. Ford Aviation Investment and Reform Act of the 21st Century, which President Clinton signed into law on April 5.

"Protecting the health of Americans includes ensuring their right to breathe smoke-free air when they travel," U.S. Transportation Secretary Slater said. "With today's action, we complete work on President Clinton's and Vice President Gore's commitment to ensure that people can travel by air without having to worry about encountering smoking on their flight."

Currently, 97.7 percent of international flights between the United States and other countries, including 100 percent of U.S.-carrier flights, are smoke-free, largely due to voluntary actions on the part of the carriers with encouragement from the U.S. government. Some eight years ago, by contrast, there were virtually no smokeless international flights. All U.S. scheduled domestic flights have been smoke-free since February 1990.

The DOT rule issued today may be obtained on the Internet at <http://dms.dot.gov>, docket number OST-2000-7473.

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**News**

**FOR IMMEDIATE RELEASE**

Thursday, June 15, 2000

Contact: Bill Mosley

Tel.: (202) 366-5571

DOT 116-00

**U.S.-U.K. Air Talks Conclude, To Resume July 5**

Formal talks aimed at furthering U.S.-U.K. aviation relations took place in London between June 13-15.

This meeting followed a March 17 meeting in Washington and a June 1 meeting in London between U.S. Transportation Secretary Rodney E. Slater and U.K. Deputy Prime Minister John Prescott in which they discussed how to move forward on liberalizing the bilateral aviation agreement between the two countries.

The talks covered a wide range of issues, including ideas for phasing in liberalization. The meeting enabled each side to clarify their respective positions on a number of important points.

The two sides will resume discussions in Washington July 5-7.

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News

FOR IMMEDIATE RELEASE

Thursday, June 15, 2000

Contact: Bill Mosley

Tel.: (202) 366-5571

DOT 115-00

**DOT Notifies Airlines of New Requirements  
To Address Needs of Families of Air Accident Victims**

The U.S. Department of Transportation (DOT) has notified U.S. and foreign airlines about additional assurances required in connection with assistance provided to survivors of airline accidents and victims' families.

"The Clinton-Gore administration and the Congress have worked together to provide a more complete and compassionate response to families whose loved ones have been involved in aviation accidents," U.S. Transportation Secretary Rodney E. Slater said. "These new measures will provide further assurance that airlines will provide timely and effective assistance to families in time of need."

Under the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), signed by President Clinton on April 5, U.S. and foreign carriers will be required to assure DOT and the public that they will provide training to their employees in meeting the needs of survivors and family members following an accident.

The act also requires U.S. carriers to assure that, upon the request of the family of a passenger, they will inform the family whether the passenger's name appears on a preliminary manifest for the flight involved in the accident. Previously, many carriers would decline to provide such information from a preliminary manifest and would do so only after a final, confirmed manifest was available.

In addition, U.S. and foreign carriers will be required to consult with the State Department and the National Transportation Safety Board (NTSB) when they provide assistance within the United States to U.S. citizens whose family members have been involved in a fatal air crash that occurs outside the United States. This will help to assure that the assistance is sensitive to the families' needs and is carried out according to U.S. law.

The new requirements enhance measures taken in recent years to address the needs of families involved in aircraft accidents. These measures followed recommendations of the White House Commission on Aviation Safety and Security, which was led by Vice President Gore, as well as the Task Force on Assistance to Families of Aviation Disasters, co-chaired by Secretary Slater and NTSB Chairman James E. Hall, in addition to statutory mandates. Beginning in 1996, U.S. carriers have been required to submit plans for assisting the families of aviation accident victims, a measure extended to foreign carriers in 1998. In addition, U.S. and foreign carriers, beginning in October 1998, have been required to collect the full name of each U.S. citizen traveling on flights to and from the United States and to solicit a contact

name and telephone number from these passengers. In the event of an aviation disaster, the airlines are required to provide the passenger manifest to the Department of State.

Airlines must file updated family assistance plans with DOT and NTSB containing the new provisions by Oct. 2.

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**News**

**FOR IMMEDIATE RELEASE**

Wednesday, July 12, 2000

Contact: Bill Adams

Tel.: (202) 366-5580

DOT 133-00

**U.S. Secretary of Transportation Rodney E. Slater  
Receives NAACP Benjamin Hooks Distinguished Service Award**

U.S. Secretary of Transportation Rodney E. Slater today received the Benjamin L. Hooks Distinguished Service Award from the National Association for the Advancement of Colored People for efforts in implementing policies and programs which promote equal opportunity.

"I accept with pleasure and gratitude on behalf of the 100,000 visionary and vigilant employees of the U.S. Department of Transportation in recognition of all they have done and continue to do to broaden the national conversation about transportation," said Secretary Slater. "Transportation is about so much more than concrete, asphalt and steel. It is truly about people and about giving them access to opportunity."

Secretary Slater went on to say, "The U.S. Department of Transportation is leading the way to transportation excellence in the 21st century. We are no longer a public works department. We are an organization that touches on all facets of American life, and our daily work makes a difference. We are committed to building a world-class transportation system that is safe and sustainable to be sure, but one that is also international in reach, intermodal in form, intelligent in character and inclusive in service. We ask you to walk with us in this journey to connect every American to opportunity, to a better quality of life in this new century and new millennium."

The NAACP award profile of Secretary Slater reads, "He created inclusive programs such as Access to Jobs, which provides grants to develop transportation services to low-income persons to employment and support services. He led the Clinton-Gore administration's Environmental Justice Initiative to prevent adverse environmental and health effects of federally funded projects on minority and low-income communities. He expanded U.S. transportation influence globally, including significant partnerships with African nations. He created an educational outreach program to shape the transportation workforce of the 21st century, a program that will reach three million youth by the end of this year."

The award was presented at the NAACP's 25th Annual Armed Services and Veterans Affairs Awards Dinner. Secretary Slater is the service secretary for the U.S. Coast Guard.

The Benjamin L. Hooks Distinguished Service Award was instituted in 1990 by the NAACP Armed Services and Veterans Affairs Department in recognition of Dr. Benjamin Hooks, the sixth NAACP executive director, who served in the 92nd Infantry Division in World War II.



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800 INDEPENDENCE AVE., WASHINGTON D.C., 20591

**FOR IMMEDIATE RELEASE**

DOT-136-00

July 14, 2000

Contact: Arlene Salac

Phone: 718-553-3015

**U.S. Transportation Secretary Slater Dedicates Final Host and Display System Replacement Installation**

LEESBURG, Va. -- U.S. Transportation Secretary Rodney E. Slater and Federal Aviation Administrator Jane F. Garvey today marked the completion of the most visible phase of the Clinton administration's effort to modernize the nation's air traffic control system by dedicating the 20th and final installation of new Display System Replacement (DSR) hardware and supporting computers.

"DSR is the cornerstone in building the airspace system of the 21st century," Secretary Slater said. "Safety is President Clinton and Vice President Gore's highest transportation priority, and this final dedication of DSR makes good on our commitment to the American people for the safest, most secure and efficient airspace system, capable of meeting the challenges of the new century and the new millennium."

The last system in the \$1.05 billion Federal Aviation Administration (FAA) program to replace older computers and displays was dedicated in a midday ceremony at the Washington Air Route Traffic Control Center in Leesburg, Va. The ceremony itself included rank-and-file controllers and technicians who helped install the system and organize the transition to the new technology.

"The FAA has successfully completed a major element of its air traffic control modernization program, on time and within its budget," Administrator Garvey said. "Now, controllers who handle long-distance flights have modern tools that can be upgraded as needed to help deal with the strong growth in air traffic. We have the best, the most modern and the safest air traffic control system in the world and it's due in large part to the hard work and dedication of all those who helped us complete this important task."

The DSR replaced 20- to 30-year-old monochrome radar screens with modern color displays, "windows" systems for controllers and modern data processing technology. The DSR has greater speed and capacity than the system it replaced and it raises the bar on safety through increased reliability, availability and maintainability. Lockheed Martin is the prime contractor for the system

The DSR is the first major component of the modernization of the nation's enroute air traffic control system infrastructure. The DSR provides an open architecture that can accommodate the software upgrades and new technologies that make up the evolving ATC system. Software upgrades include weather display enhancements to improve safety, and technology tools to deal with growing air traffic.

New Host computers, which came on line slightly before the displays, replaced rooms full of older, far less capable hardware no longer supported by the manufacturer. The Hosts process incoming data and provide it to the new DSR multicolor displays that in turn provide controllers with a lighter, brighter work environment and far more capable tools for managing the growing volume of high-altitude traffic across the country.

The open architecture also means that DSR will be a cost-effective platform for future upgrades to air traffic control capabilities. Host and DSR have extremely high reliability rates, significantly improved maintainability and more complete backup systems.

The major components of DSR consist of commercial-off-the-shelf parts that can be purchased in the electronics marketplace. Replacement components will "technologically refresh" the DSR when commercial items become obsolete or can no longer be supported and maintained.

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# FAA News

Federal Aviation Administration, Washington, DC 20591

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**FOR IMMEDIATE RELEASE**

DOT 139-00

Wed., July 19, 2000

Contact: Rebecca Trexler

Phone: 202-267-3883

## **U.S. Transportation Secretary Slater Announces Contracts Worth Up to \$259 Million For Advanced Security Equipment and Threat Imaging X-rays**

U.S. Secretary of Transportation Rodney E. Slater today announced that the U.S. Department of Transportation's Federal Aviation Administration (FAA) has awarded contracts to purchase additional certified explosives detection systems and trace explosives devices for the nation's airports, and will begin purchasing X-ray machines with new imaging software to improve screener performance.

"This state-of-the-art equipment means ever higher standards of security at our nation's airports," Secretary Slater said. "These systems will further enhance the safety of the traveling public, which is President Clinton's and Vice President Gore's highest transportation priority."

"We're continuing the massive deployment of advanced security equipment that began in 1997 after the White House Commission on Aviation Safety and Security led by Vice President Al Gore made its recommendations," said FAA Administrator Jane F. Garvey. "We're also addressing the commission's recommendation to increase screener professionalism by replacing every airport security checkpoint X-ray machine in the country with X-rays installed with our new threat imaging software."

The Threat Image Projection (TIP) system projects digital images of hundreds of different guns, knives and bombs onto the X-ray displays to test screeners' abilities to detect threat objects. While the screener is on duty, TIP projects the images at random into real carry-on bags going through the X-ray or inside bag images created by TIP. When a screener hits the button to stop the suspect bag, TIP flashes a "congratulations" for detecting the threat and records the screener's performance. It also records missed threat images.

TIP not only will help train screeners and keep them more alert, but also will allow companies to monitor each screener's performance. Those who need retraining in

- more -

detecting specific items can be removed and retrained, while those who have general difficulty in detecting threat images could be shifted to other responsibilities, such as operating hand wands or trace detectors. It also will give the FAA objective data for measuring the screening companies' performance. Under a proposed rule expected to become final next year, companies could lose FAA certification if their screeners don't meet performance standards.

The FAA recently announced three contracts worth a total of up to \$120 million to Rapiscan Security Products of Hawthorne, Calif.; PerkinElmer Instruments of Long Beach, Calif.; and Heimann Systems of Pine Brook, N.J., that would allow the agency to purchase up to 800 TIP-installed X-rays machines from each vendor. The agency initially is purchasing 11 units from each vendor for testing and to refine data collection methods. Over the next three years, the FAA expects to replace X-ray machines at every airport security checkpoint in the country with new TIP-installed X-rays, for a total of more than 1,200 units.

The agency also is continuing its deployment of explosives trace detection devices for carry-on items and FAA-certified explosives detection systems for checked bags. This equipment is already operational at 80 U.S. airports, and with continuing funding the FAA expects to extend the deployment to more than 400 airports across the country. There are now 101 FAA-certified explosives detection systems deployed and 587 explosives trace detection devices.

To continue the deployment, the FAA recently awarded contracts worth up to \$50 million total to Barringer Instruments Inc. of Warren, N.J.; Ion Track Instruments of Wilmington, Mass.; and Thermedics Detection Inc. of Chelmsford, Mass., for the purchase of up to 210 trace explosives detection devices from each vendor.

The agency also is announcing a contract to L-3 Communications of New York, N.Y., worth up to \$89 million for up to 60 of their new FAA-certified explosives detection systems, the eXaminer 3DX 6000. The FAA initially is purchasing five units at an average value of about \$1.8 million each for operational testing in the airport environment.

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*An electronic version of this news release is available via the  
World Wide Web at <http://www.faa.gov>*

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800 INDEPENDENCE AVE., WASHINGTON D.C., 20591

**FOR IMMEDIATE RELEASE**

DOT 174-00

September 19, 2000

Contact: Tammy L. Jones

Phone: 202-267-3462

**FAA Management Advisory Council Takes Form**

Mortimer L. Downey, deputy secretary of the U.S. Department of Transportation, announced today the swearing in of the first seven members of the Federal Aviation Administration (FAA) Management Advisory Council.

The advisory council, established by the FAA Reauthorization Act of 1996, will provide advice and counsel to the FAA's administrator on policy, spending, funding and regulatory matters affecting the aviation industry.

The council will consist of 18 members. The president appoints ten members, representing aviation interests. Five members, appointed by the secretary, will serve as a subcommittee, with emphasis on air traffic services. There also is one designee each from the Department of Transportation, the Department of Defense, and an air traffic services union.

The first seven advisory council members to be named include: J. Randolph abbitt, former president of Air Line Pilots Association; Robert W. Baker, vice-chairman of AMR Corp.; Edward M. Bolen, president of General Aviation Manufacturers Association; Geoffrey T. Crowley, president and CEO of Air Wisconsin; Robert A. Davis, former Boeing vice president; Deborah Branson, private attorney; and Kendall W. Wilson, private financial analyst.

Initially, advisory council members will serve from one- to three-year terms. Subsequent appointments will be for three years.

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128.123

FOR IMMEDIATE RELEASE

Thursday, October 12, 2000

Contact: Bill Adams

Tel.: (202) 366-5580

DOT 199-00

**Statement of U.S. Transportation Secretary Rodney E. Slater Concerning Senate Passage of Motor Vehicle Safety Defect Investigation Legislation**

I am pleased that both the Senate and House have taken a tremendous step forward in addressing critical motor vehicle safety concerns uncovered by the National Highway Traffic Safety Administration's (NHTSA) on-going Firestone tire investigation. I salute everyone who worked to shape this essential measure.

I want to commend members of the Senate Committee on Commerce, Science and Transportation, especially Chairman John McCain, Ranking Member Ernest Hollings and Senator Richard Bryan. Senators Patrick Leahy and Harry Reid also played key roles. On the House side, let me note the important contributions of Commerce Committee Chairman Thomas Bliley, Ranking Member John Dingell, Subcommittee Chairman W. J. Tauzin, and Congressmen Edward Markey and Fred Upton. Safety and consumer groups were particularly helpful, as well.

Both the House and Senate bills contained several of the provisions proposed by the Clinton-Gore administration. The end result is a measure that gives NHTSA the authority to seek and receive information on potential defects; provides sufficient funding to complete its expanded responsibilities; and establishes the authority to impose stiffer penalties to ensure compliance with U.S. motor vehicle safety laws.

Throughout the Clinton-Gore administration, safety has been our highest transportation priority. This legislation will unquestionably save lives and prevent injuries. It is critically needed legislation, and everyone who played a part in winning passage is to be commended.



U. S. Department of  
Transportation

# News

DMS

Federal Aviation Administration  
Office of Public Affairs  
Western-Pacific Region  
Post Office Box 92007  
Worldway Postal Center  
Los Angeles, CA 90009-2007

December 12, 1995

Rel. 95-49

More information; Mitch Barker 310 / 725-3500

For Immediate Release:

## *FAA Western Pacific Region Adds Four More to the Contract Tower Program*

The Federal Aviation Administration (FAA) Western Pacific Region announced that six of its Air Traffic Control Towers with the least number of operations, will be added to the agency's contract tower program.

During the summer of 1996, control towers at Fayetteville Drake Field and Goodyear in Arizona and Fullerton, Hawthorne, Sacramento Executive, and San Carlos in California will be converted to contract towers. Nationwide a total of 25 towers will be contracted during the summer of 1996.

Private contractors will provide air traffic control services in these towers. Each is classified as a visual flight rules tower, operates an average of 12 to 16 hours a day, and handles fewer than 35 takeoffs and landings an hour, mostly general aviation traffic. Contractors providing service at these facilities have an average of 18 years air traffic control experience.

Contract controllers are certified by the FAA and are required to follow all pertinent federal aviation regulations and FAA directives. They are subject to in-flight and facility evaluations just as are FAA-staffed facilities.

"This is another important step in making the FAA operate as efficiently as possible," said acting Regional Administrator Lynore Brekke. "Contracting out these low activity towers is a prudent use of our scarce resources."

FAA employees, who have the option of working for the contractors, will be offered jobs at other federal facilities. To prepare for transition, FAA personnel specialists will visit each facility to explain job options. A task force of National Air Traffic Controllers Association (NATCA) members and FAA management will work out transition details. Congress has appropriated funds to pay for controller relocation costs.

Since 1982, FAA has contracted out 81 low-activity towers. The agency plans to convert an additional 48 towers to contract status in the next two years. FAA provides air traffic control services through a system of about 460 towers categorized as Levels I through V. Level I towers are the least busy and Level V towers receive the most air traffic operations.

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