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**U.S. Department of Transportation**  
**Office of Public Affairs**  
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**News**

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FOR IMMEDIATE RELEASE  
Tuesday, January 2, 2001  
Contact: Ben Langer  
Telephone: 202-366-5580  
DOT 1-01

**U.S. Transportation Secretary Slater Applauds Choice of Mineta as New Transportation Secretary Nominee**

I am pleased that President-elect Bush has nominated my friend and colleague Norman Y. Mineta to serve as the next U.S. Transportation Secretary. Mr. Mineta is a distinguished leader with a long history of contribution to America and to the transportation industry, and most recently, as the U.S. Secretary of Commerce. I have enjoyed working with him through the years on many issues critical to the American people, and I am confident that the 100,000 visionary and vigilant men and women of this Department will work with Mr. Mineta to continue to address the transportation needs of the American people.

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**News**

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**FOR IMMEDIATE RELEASE**

DOT 9-01

Thursday, January 11, 2001

Contact: Kimberly Riddle

Telephone: 202-366-9951

**U.S. Deputy Secretary of Transportation Mortimer L. Downey  
Receives Frank Turner Medal for Lifetime Achievement in Transportation**

U.S. Deputy Secretary of Transportation Mortimer L. Downey was awarded the 2001 Frank Turner Medal for Lifetime Achievement in Transportation during the Transportation Research Board's (TRB) annual meeting in Washington, DC.

"I can't think of someone more deserving of this honor," said U.S. Secretary of Transportation Rodney E. Slater. "Throughout his career, Mortimer has demonstrated consistently distinguished performance and is a vital contributor to the success of the Department."

The medal recognizes lifetime achievement in transportation, as demonstrated by a distinguished career in the field, professional prominence, and a distinctive, widely recognized contribution to transportation policy, administration or research. In January 1999, Frank Turner -- considered the "father of the Interstate Highway System" -- was the initial recipient of the award, which was established to commemorate his extraordinary accomplishments in the development and construction of the U.S. transportation system.

During the presentation ceremony TRB Executive Director Bob Skinner said, "In contrast to Frank Turner, whose career and enormous impact focused on one agency and mode of transportation, Mort Downey has provided leadership that cuts across modes, institutions and levels of government." Skinner also noted Downey's work with the New York Metropolitan Transportation Authority, where he spearheaded an innovative financing program resulting in more than \$20 billion in capital investments for the New York City transit system. As the U.S. Department of Transportation's Deputy Secretary, Downey guides the agency's strategic management initiatives and is a strong advocate of research and innovation to improve system performance.

The Transportation Research Board (TRB) is a unit of the National Research Council, a private, nonprofit institution that is the principal operating agency of the National Academy of Sciences and the National Academy of Engineering. The Board's mission is to promote innovation and progress in transportation by stimulating and conducting research, facilitating the dissemination of information, and encouraging the implementation of research results.

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**News**

FOR IMMEDIATE RELEASE  
Wednesday, January 24, 2001  
Contact: Bill Adams  
Tel.: (202) 366-5580  
DOT 17-01

**Statement of the Honorable Norman Y. Mineta Regarding His Unanimous Senate Confirmation to be Secretary of Transportation**

"I am grateful to the United States Senate, particularly to Senators McCain and Hollings, for today's confirmation. I am especially grateful for Senator McCain's willingness to move this confirmation quickly through the Commerce, Science and Transportation Committee and onto the Senate floor for a vote.

"Transportation is vital to our national well-being, whether measured as economic growth, as international competitiveness, or as quality of life, and I look forward to working with the Senate in implementing President Bush's agenda for transportation."

Prior to joining President Bush's administration, Mineta served as U.S. Secretary of Commerce under President Clinton, becoming the first Asian Pacific American to serve in the cabinet. He will become the first Secretary of Transportation to have served in a cabinet position. Prior to joining the Commerce Department, he was a vice president at Lockheed Martin Corporation.

From 1975 to 1995 he served as a member of U.S. House of Representatives, representing the heart of California's Silicon Valley. As a member of Congress, Mineta was known for his dedication to the people of his district, for consensus building among his colleagues and for forging public-private partnerships. Mineta's legislative and policy agenda was wide and varied, including major projects in the areas of economic development, science and technology policy, trade, transportation, the environment, intelligence, the budget and civil rights. He co-founded the Congressional Asian Pacific American Caucus and served as its first chair.

Mineta served as chairman of the House Public Works and Transportation Committee between 1992 and 1994. He chaired the committee's aviation subcommittee between 1981 and 1988, and its Surface Transportation Subcommittee from 1989 to 1991. During his career in Congress he championed increases in investment for transportation infrastructure, and was a key author of the landmark Intermodal Surface Transportation Efficiency Act of 1991, which shifted decisions on highway and mass transit planning to state and local governments.

After leaving the Congress, Mineta chaired the National Civil Aviation Review Commission, which in 1997 issued recommendations on reducing traffic congestion and reducing the aviation accident rate. Many of the Commission's recommendations were adopted, including reform of DOT's Federal Aviation Administration (FAA) to enable it to perform more like a business.

Mineta and his family were among the 120,000 Americans of Japanese ancestry forced from their homes and into internment camps during World War II. After graduating from the University of California at Berkeley, Mineta joined the Army in 1953 and served as an intelligence officer in Japan and Korea. He

joined his father at the Mineta Insurance Agency before entering politics in San Jose, serving as a member of its City Council from 1967 to 1971 and mayor from 1971 to 1974, becoming the first Asian Pacific American mayor of a major U.S. city.

Mineta is married to Daniela Mineta. He has two sons, David and Stuart Mineta, and two stepsons, Robert and Mark Brantner.

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**News****FOR IMMEDIATE RELEASE**

Friday, April 6, 2001

Contact: Bill Mosley

Tel.: (202) 366-5571

DOT 32-01

**DOT Approves Transfer Of TWA Operating Authority to American**

The U.S. Department of Transportation (DOT) today approved the transfer of the interstate and foreign scheduled passenger and cargo authority of Trans World Airlines (TWA) to American Airlines.

In today's decision, the department said that the transaction would enable American to expand its operations and improve its ability to compete with other airlines and alliances in international aviation markets.

As a result of DOT's action, American and its subsidiary TWA Airlines LLC (LLC), which will operate TWA's services until all operations have been merged into American, will acquire TWA's domestic and international route authority. LLC plans to operate TWA's current international operations to cities within the United States and Canada, the Caribbean, Mexico, the Middle East, Paris and London, as well as to continue operations at TWA's St. Louis hub. American also plans to hire most of TWA's employees.

The department also found that American and LLC meet fitness standards for U.S. carriers, which includes having adequate financing for their operations, competent management, and a record of complying with the law. The companies also meet U.S. citizenship requirements.

The carriers' request for the transfer was part of the planned acquisition of TWA's assets by American. Under law, airline certificates may not be transferred unless DOT approves the transfer as being in the public interest. The city of St. Louis supported the application, and no one opposed it. On March 16, the Department of Justice announced that it would not oppose the acquisition on antitrust grounds.

American and TWA also have requested the transfer of TWA's Federal Aviation Administration (FAA) certificate to TWA Airlines LLC. That request is being handled separately by the FAA.

The department's action anticipates the final approval of the acquisition by the bankruptcy court and successful closing of the transaction, both of which are expected to occur shortly.

The department's order, the carriers' application and other documents in this case may be obtained via the Internet at <http://dms.dot.gov>, docket number OST-01-9027.

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**News**

FOR IMMEDIATE RELEASE

Friday, April 20, 2001

Contacts:

Ben Langer, 202-366-5580

Allen Kenitzer, 425-227-2015

DOT 36-01

### **U.S. Transportation Secretary Mineta Presents Valor Awards to Five Air Traffic Controllers**

SEATTLE--U.S. Transportation Secretary Norman Y. Mineta today presented Transportation's Secretarial Award for Valor to five air traffic controllers for their efforts to ensure safe, normal air operations during and following the Feb. 28 6.8 magnitude earthquake in the Seattle area.

Secretary Mineta presented awards to Sheila R. Furlong, Feliciano B. Pagan III, Brian M. Shimpf, Debra S. Hart and Jamie E. Erdt. All were working in the Seattle-Tacoma International Airport air traffic control tower during the quake. The Award for Valor is the department's highest award for civilian employees for acts of heroism and courage involving great personal risk.

"These air traffic controllers stayed on the job to ensure the safety of aircraft and passengers in the air during and after the earthquake," Secretary Mineta said. "As the quake shook the control tower, these brave men and women remained calm and focused on aviation safety in the face of a difficult emergency. I commend them for their exemplary performance."

The 108-foot high control tower was evacuated after the earthquake and temporary communications were re-established at a local hangar on the airfield using emergency backup communications equipment. Air traffic controllers have been operating from a temporary portable tower since 8:30 p.m. Feb. 28, when runway surveys determined that surface damage was minor. Federal Aviation Administration emergency response teams meanwhile are working around the clock to restore air traffic services at Seattle-Tacoma International Airport.

The tower is expected to re-open this spring, and a new, earthquake resistant tower is expected to open in 2004.

The Seattle Air Route Traffic Control Center, which handles high altitude flights, temporarily operated on backup engine generators without interruption of service during and following the earthquake. It returned to normal service at 4 p.m. that day.

The Seattle-Tacoma International Airport terminal radar approach control facility operated from the Seattle Air Route Traffic Control Center until fire department and the Seattle Port Authority declared the facility safe. Controllers reoccupied the facility at 2 p.m. and resumed control of the airspace at 2:40 p.m. The earthquake had occurred only three hours earlier at 10:55 a.m.

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News  
U.S. Department of Transportation

FOR IMMEDIATE RELEASE

Tuesday, May 1, 2000 2001

Contact: Bill Mosley

Tel.: (202) 366-5571

DOT 41-01

## United States, Four Aviation Partners Enter Multilateral Open Skies Agreement

U.S. Transportation Secretary Norman Y. Mineta and his counterparts from four Pacific Rim aviation partners today marked the beginning of a new era in the liberalization of international aviation as they signed the first multilateral agreement based on "Open-Skies" principles.

Signing the multilateral Open-Skies agreement at a ceremony in Washington were Secretary Mineta, Minister of Communications Pehin Dato Haji Zakaria bin DMW Haji Sulaiman of Brunei Darussalam, Ambassador to the Organization of American States Estaban Tomic of Chile, Minister for Trade Negotiations and Minister of Agriculture Jim Sutton of New Zealand, and Minister for Communications and Information Technology Yeo Cheow Tong of Singapore.

"With this historic agreement we are beginning to move beyond the current system of bilateral aviation agreements and into the international aviation environment of the 21st century," Mineta said. "It is especially significant that this new agreement involves the growing, strategically important Pacific Rim market. We invite other nations to join us in this effort to expand markets and break down barriers to trade."

The United States currently has bilateral Open-Skies agreements with 52 aviation partners, including the four countries joining it in the new multilateral agreement. Open-Skies agreements permit unrestricted service by the airlines of each side to, from and beyond the other's territory, without restrictions on where carriers fly, the number of flights they operate, and the prices they charge. The agreement signed today provides for similar liberalization for all flights among the five countries for these countries' carriers.

The five countries initialed and announced that they had agreed in principle to the new multilateral "Open-Skies" agreement on Nov. 15, 2000 at the summit meeting of the Asia-Pacific Economic Cooperation group in Brunei.

The multilateral agreement will offer three important benefits:

- ***Provide a Competition-Enhancing Model for Future Agreements:*** The multilateral agreement mirrors the enormously successful U.S. Open-Skies bilateral agreements, which permit unrestricted international air service between the United States and each bilateral partner. By expanding the Open-Skies model to the multinational level, the new agreement helps set the terms for the global marketplace and promotes the Open-Skies approach as an international standard to work towards.

- ***Expand Carrier Access to Equity Financing:*** Most bilateral agreements require that substantial ownership of each country's carriers be vested in that carrier's homeland nationals. However, this requirement had made it difficult for many foreign carriers, which do not have access to large domestic capital markets, to obtain cross-border financing. The multilateral agreement substantially liberalizes the traditional ownership requirement, thus enhancing foreign carriers' access to outside investment.
- ***Streamline International Aviation Relations:*** Aviation is currently governed by thousands of bilateral agreements between more than 180 countries. The multilateral agreement will provide a single, streamlined mechanism for broader exchanges of aviation opportunities. By joining one multilateral agreement, countries can avoid prolonged negotiation of numerous individual bilateral agreements.

The text of the multilateral agreement is available on the Internet at <http://www.state.gov/e/eb/tra/index.cfm?id=661>.

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News  
U.S. Department of Transportation

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For Immediate Release  
Friday, June 8, 2001  
Contact: Lenny Alcivar  
Tel.: (202) 366-4570  
DOT 62-01

**Joint Statement of Secretary of Transportation Norman Y. Mineta, Air Line Pilots Association and Comair Management**

Washington, D.C., June 8, 2001 – Following a meeting with United States Secretary of Transportation Norman Y. Mineta, representatives of the Air Line Pilots Association and Comair officials today agreed to resume face-to-face negotiations under the auspices of the National Mediation Board. The parties have committed to a concerted effort to reach an agreement on a new contract.

The pilots and Comair will meet in Washington, D.C. on Tuesday, June 12, and have agreed to negotiate intensively to complete their negotiations within 72 hours. Both parties indicated to the Secretary their strong desire to resolve their differences, and their belief that the issues can be resolved next week.

"I commend the Comair pilots and Comair officials for their willingness to renew their negotiations to end this impasse," said Secretary Mineta. "The parties have given me their firm assurance that they will leave no stone unturned to reach an equitable agreement."

Secretary Mineta hosted the meeting in response to requests from business leaders and elected officials from areas served by the Comair route system.

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Briefing Room

**FOR IMMEDIATE RELEASE**

Saturday, June 30, 2001

Contact: Bill Mosley

Tel.: (202) 366-5571

DOT 68-01

**U.S. Secretary of Transportation Says Bush Administration To Press For Global Aviation Liberalization**

The Bush administration is committed to eliminating barriers to free trade in aviation services across the globe, U.S. Transportation Secretary Norman Y. Mineta said today. The Secretary addressed the issue of aviation liberalization in remarks to the Hong Kong-U.S. Business Council in Atlanta on June 27, and at the "Open Skies for Africa Aviation Conference" in Washington, D.C., on June 28.

Secretary Mineta said that the U.S. government intends to build on the progress in establishing Open-Skies agreements with its aviation partners which began with the previous Bush administration's 1992 Open-Skies agreement with the Netherlands. Open-Skies agreements allow unrestricted service by the airlines of each side to, from and beyond the other's territory, without restrictions on where carriers fly, the number of flights they operate, or the prices they charge.

"Open-Skies agreements establish a framework for growth in bilateral air services by giving carriers the flexibility to adjust to changing market conditions and to offer a full range of services to passengers and shippers," Secretary Mineta said. "They also provide consumers with improved services and lower prices, and contribute to economic development. The Bush administration will move aggressively forward to break down barriers to aviation and to liberalize our agreements to the greatest extent possible."

An Open-Skies agreement between the United States and Poland, the 53<sup>rd</sup> U.S. bilateral Open-Skies agreement and the first of the Bush administration, was signed on June 16. The United States also held informal discussions with the United Kingdom June 26-27 in London, at which time the U.S. side reiterated its desire to replace the restrictive U.S.-U.K. agreement with Open Skies. Upcoming aviation liberalization talks include informal discussions with Hong Kong the week of July 9 in Hong Kong, and negotiations with Japan July 25-26 in Tokyo.

Secretary Mineta, speaking at the "Open Skies for Africa" conference, also expressed the Bush administration's commitment to working with African nations in both improving the safety of their aviation systems and to increasing their aviation links to the United States and the world. The United States now has Open-Skies agreements with 10 African nations, and Secretary Mineta said he would like to extend this initiative to additional countries on the continent.

The Secretary also spoke of the need to move beyond bilateralism. On May 1 the United States signed the first-ever multilateral Open-Skies agreement with Brunei, Chile New Zealand and Singapore. Secretary Mineta has invited other aviation partners to join in this ground-breaking agreement.

**FOR IMMEDIATE RELEASE**

Tuesday, August 7, 2001

Contact: Bill Adams

Tel.: (202) 366-5580

DOT 80-01

**U.S. Carriers Get First Access to Vietnam in Decades As DOT Tentatively Awards  
Air Service Code-Sharing Rights**

The U.S. Department of Transportation (DOT) today tentatively granted rights to three U.S. airlines to provide air service to Vietnam in conjunction with their third-country airline partners.

"Travelers now will have access to Vietnam in conjunction with U.S. airline services for the first time in decades," U.S. Transportation Secretary Norman Y. Mineta said. "Today's action is an important step in what I am confident will be a growing aviation relationship between the United States and Vietnam in the coming years."

In today's show-cause order, DOT tentatively awarded U.S.-Vietnam code-sharing rights to Delta Air Lines, Northwest Airlines and United Airlines. A total of 21 round-trip code-sharing flights are available to be awarded, and the department's tentative decision gave each carrier seven of the flights.

In a March 2000 Memorandum of Discussion, the United States and Vietnam agreed to allow code-sharing services between their countries. These services could be operated through arrangements between U.S. and third-country carriers, as in today's tentative decision, as well as between U.S. and Vietnamese airlines and between Vietnamese airlines and third-country carriers. Code sharing is a common airline industry practice in which one airline offers service in its own name to a particular destination, but some or all of the transportation is provided by another carrier which carries the designator code of the airline that sold the transportation. The March 2000 memorandum did not address direct service by U.S. and Vietnamese carriers with their own aircraft.

Delta would code-share with its partner Air France for service to Ho Chi Minh City and Hanoi. Northwest plans to place its code on flights of Malaysia Airlines and KLM Royal Dutch Airlines to Ho Chi Minh City and Hanoi. United would code-share with partners All Nippon Airlines, Thai Airways International and Lufthansa German Airlines for service to Ho Chi Minh City.

The only other existing U.S.-Vietnam service is operated under a code-share arrangement between Vietnam Airlines and China Airlines, using the latter's direct service to the United States.

Today's tentative decision allows interested parties to file objections before the decision is made final. Objections are due in 10 days, and answers to objections are due five days afterward. After this comment period, the department will issue a final decision.



News  
U.S. Department of Transportation

FOR IMMEDIATE RELEASE

Tuesday, August 21, 2001

Contact: Bill Mosley

Tel.: (202) 366-5571

DOT 84-01

## DOT Requests Comment On Market-Based Approaches To Reducing Flight Delays

The U.S. Department of Transportation (DOT) today published a request for public comment on the feasibility and effectiveness of using market-based approaches to relieve airport congestion and flight delays. This notice, and others to follow, is intended to help provide the department with data and perspectives on a range of policy alternatives to address the problem of congestion and delays.

Market-based approaches are pricing systems that can be implemented at airports to encourage air carriers to use scarce airport capacity more efficiently. They have been used in other industries to achieve a better balance between supply and demand, resulting in a facility or service being used more than otherwise during off-peak, and less during peak, periods.

“Flight delays have been a serious problem for the summers of 1999 and 2000, and there is no quick fix to the problem of aviation congestion, but that doesn’t relieve us of the responsibility of working to solve the problem,” U.S. Transportation Secretary Norman Y. Mineta said. “Market-based pricing may be one part of the puzzle toward reducing congestion at some key locations in the near term and this action allows us to better understand how market-based options might work.”

In addition to other DOT analytical efforts, responses to this notice will help policy-makers better understand the implications of market-based pricing, including its possible impact on reducing flight delays, as well as on airline competition, general aviation, airfares and small-community access to important air travel markets.

The notice is not airport-specific, nor does it endorse a specific market-based approach – such as congestion fees, auctions, or flat fees – or any specific regulatory proposal. DOT will evaluate the comments submitted to develop appropriate policy on issues associated with the design, implementation, and impacts of the possible application of various market-based pricing regimes at airports. The department also invites the public to address possible administrative solutions to relieving congestion, including potential impacts on airport operations, air traffic congestion, general aviation, airline competition and small community service.

Delay problems at New York’s LaGuardia Airport are the subject of a separate notice and comment proceeding. On June 12 a notice was published in the *Federal Register* requesting comments on alternative policy options for managing capacity and mitigating congestion at LaGuardia in the long term. Comments to that notice are due by Oct. 12.

Comments on the notice issued today are due within 90 days. The department's notice and comments received on the notice may be obtained via the Internet at <http://dms.dot.gov>, docket number OST 2001-9849.

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Briefing Room

**FOR IMMEDIATE RELEASE**

Thursday, August 23, 2001

Contact: Bill Mosley

Tel.: (202) 366-5571

DOT 87-01

**U.S. Airlines Get Access to Vietnam As DOT Awards Code-Sharing Rights**

The U.S. Department of Transportation (DOT) today granted rights to three U.S. airlines to provide code-share air service to Vietnam with their third-country airline partners.

Today's action makes final the department's tentative decision of Aug. 7.

"Travelers now have access to Vietnam using U.S. airline services for the first time in decades," U.S. Transportation Secretary Norman Y. Mineta said. "I look forward to continued growth in the U.S.-Vietnam aviation relationship."

In today's order, DOT awarded U.S.-Vietnam code-sharing rights to Delta Air Lines, Northwest Airlines and United Airlines. A total of 21 round-trip code-sharing flights are available to be awarded, and the department's decision gives each carrier seven of the flights.

In a March 2000 Memorandum of Discussion, the United States and Vietnam contemplated allowing code-sharing services between their countries. These services may be operated through arrangements between U.S. and third-country carriers, as in today's tentative decision, as well as between U.S. and Vietnamese airlines and between Vietnamese airlines and third-country carriers. Code sharing is a common airline industry practice in which one airline offers service in its own name to a particular destination, but some or all of the transportation is provided by another carrier which carries the designator code of the airline that sold the transportation. The March 2000 memorandum did not address direct service by U.S. and Vietnamese carriers with their own aircraft.

Delta will code-share with its partner Air France for service to Ho Chi Minh City and Hanoi. Northwest will place its code on flights of Malaysia Airlines and KLM Royal Dutch Airlines to Ho Chi Minh City and Hanoi. United will code-share with partners All Nippon Airlines, Thai Airways International and Lufthansa German Airlines for service to Ho Chi Minh City.

The only other existing U.S.-Vietnam service is operated under a code-share arrangement between Vietnam Airlines and China Airlines, using the latter's service to the United States via Taipei, Taiwan.

The final order, show-cause order, carrier applications and other documents in this case are available via the Internet at <http://dms.dot.gov>, docket number OST-2000-7194.



News  
U.S. Department of Transportation

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Monday, September 10, 2001

Contact: Bill Adams

DOT 92-01

Tel.: (202) 366-5580

## **DOT Releases Report Assessing Vulnerability Of Transportation Infrastructure Relying on Global Positioning System**

The U.S. Department of Transportation (DOT) today released the results of a study assessing the vulnerability of the national transportation infrastructure that relies on the Global Positioning System (GPS).

The study notes that GPS is susceptible to unintentional disruption from such causes as atmospheric effects, signal blockage from buildings, and interference from communications equipment, as well as to potential deliberate disruption. It contains a number of recommendations to address the possibility of disruption and ensure the safety of the national transportation infrastructure.

The report was mandated by a Presidential Decision Directive and prepared by the DOT Volpe National Transportation Systems Center.

“This report provides a roadmap for addressing possible vulnerabilities in GPS so that we can continue maintaining the highest standards of transportation safety,” said U.S. Transportation Secretary Norman Y. Mineta. “The Department of Transportation takes this report’s findings very seriously, and we will be working to ensure that GPS will fulfill its potential as a key element of the nation’s transportation infrastructure.”

Secretary Mineta charged the administrators of each DOT operating administration to thoroughly review this report and consider the adequacy of backup systems for each area of operation in which GPS is being used for critical transportation applications. The administrators are to report their findings back to the Secretary within 60 days.

DOT, in consultation with the Department of Defense (DOD), sponsored the study to assure the continued safe operation of the U.S. transportation system. All modes of transportation are increasingly reliant on GPS and, according to the study, GPS is susceptible to various forms of interference. This study identified transportation operations that employ GPS, methods for GPS disruption, possible impacts to transportation safety, and approaches to ensure service reliability. Among the report’s recommendations:

- Create awareness among the aviation, maritime and surface user communities of the vulnerability of GPS and the need to reduce degradation or loss of the GPS signal.
- Implement systems to monitor, report and locate unintentional interference to GPS.
- Assess the applicability of military GPS anti-jamming technology and work with DOD and industry

to make appropriate technologies available for civilian uses.

- Identify appropriate backup systems, integrity warning, or operational procedures for each safety-critical application.
- Encourage the development of low-cost systems as backups to GPS.
- Continue the ongoing GPS modernization program involving higher GPS broadcast power and the eventual availability of three civil frequencies.

In addition to the review of backup systems, the findings will initially be used by DOT's operating administrations to strengthen safety-critical areas that have an impact on aviation, maritime, railroads, and intelligent transportation systems. DOT will work with DOD to take appropriate steps to address GPS vulnerability in order to assure safe, secure transportation.

The department will soon announce a public meeting, to be held in early October, to solicit views on the study. An additional public meeting will be scheduled by mid-December to present the department's response to the study's recommendations.

The report, *Vulnerability Assessment of the Transportation Infrastructure Relying on the Global Positioning System*, has been made available to the public to improve user awareness of the vulnerabilities of GPS and avoid over-reliance on GPS in safety-critical situations. It may be obtained through the Coast Guard Navigation Center website at <http://www.navcen.uscg.gov>.

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Briefing Room



Tuesday, September 11, 2001

7:30 p.m. (EST)

Contact: Chet Lunner

Tel.: (202) 366-4570

DOT 93-01

### **Statement of Secretary of Transportation Norman Y. Mineta**

One of the most cherished American freedoms is the freedom of movement, the ability to move freely and safely. Today that freedom has been attacked. We will restore that freedom throughout the national transportation system as soon as possible. And we will restore the highest possible degree of safety.

These terrorist acts are designed to steal the confidence of Americans. We will restore that confidence. We have already taken some first steps. As a precaution, I have ordered the FAA to ground all commercial air traffic until at least tomorrow afternoon.

After the attacks, some of our aircraft were diverted to Canada. We owe our Canadian neighbors a debt of gratitude for helping us redirect over 120 flights and their passengers to airports in Canada.

As of 6:00 p.m., AMTRAK resumed its passenger rail service. Major railroads have taken steps to protect their assets, as well.

The United States Coast Guard is taking all necessary actions to control the movement of any vessel in any navigable water in the United States. Coast Guard helicopters have been assisting with medical and national security tasks.

We are currently looking at a wide variety of additional security measures to increase traveler security.

Travelers will see increased security measures at our airports, train stations and other key sites. There will be higher levels of surveillance, more stringent searches. Airport curbside luggage check-in will no longer be allowed. There will be more security officers, random identification checks. Travelers may experience some inconveniences. We ask for your patience. But we must do whatever it takes, with safety as our highest priority.

The Department of Transportation is working closely with the White House and

appropriate federal agencies to mount a coordinated, nationwide recovery effort.

Each American must know that we will restore our national transportation system to a safe and efficient status as quickly as possible. Our system has been severely burdened by the stress of these horrendous attacks, but we will recover.

In a democracy, there is always a balance between freedom and security. Our transportation systems, reflecting the values of our society, have always operated in an open and accessible manner. And, they will again.

Please be assured that we are activating all of our resources on an emergency basis, and services will be restored as soon as possible.

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Briefing Room



News  
U.S. Department of Transportation

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Wednesday, September 12, 2001  
2:30 a.m. (EST)  
Contact: Chet Lunner  
Tel.: (202) 366-4570  
DOT 94-01

### **Statement of Secretary of Transportation Norman Y. Mineta**

The U.S. Department of Transportation is open for business Wednesday, Sept. 12, ready to perform any tasks necessary to restore our national transportation system to a safe, efficient status. The DOT is working closely with the White House and appropriate federal agencies to mount a coordinated, nationwide recovery effort.

Increased security measures will be in place, and all personnel entering DOT buildings will be required to display official DOT identification. In keeping with Office of Personnel Management guidance, unscheduled leave is authorized but essential employees are asked to report for duty.

As Secretary Mineta said last night, each American must know that we will restore our national transportation system to a safe and efficient status as quickly as possible. Our system has been severely burdened by the stress of these horrendous attacks, but we will recover.

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Briefing Room



Sunday, September 16, 2001

Contact: Chet Lunner

Telephone: 202-366-4570

DOT 98-01a (Revised)

### **U.S. Transportation Secretary Mineta Announces Rapid Response Teams on Airport, Aircraft Security**

U.S. Secretary of Transportation (DOT) Norman Y. Mineta today announced the creation of two Rapid Response Teams to deliver detailed recommendations for improving security within the national aviation system. Augmenting the work of senior DOT and FAA experts, six national leaders in aviation and security protection will participate in this comprehensive review, and will deliver to Secretary Mineta its recommendations no later than October 1, 2001.

One Rapid Response Team will focus on increasing security at the nation's airports, the other on aircraft security, focusing on cockpit access. The two Rapid Response Teams, which will directly report to Secretary Mineta, will be coordinated by Deputy Transportation Secretary Michael P. Jackson.

"Last week, we successfully restored operations within our national air system," said Secretary Mineta. "Our efforts must now turn to developing long-term, sustainable security improvements within our airports and the aircrafts themselves as we continue to provide all Americans the highest possible levels of safety."

"These are complex issues, but we have a strong base on which to build. We can and will build on existing analysis as the Department of Transportation prepares to act on specific recommendations. I'm confident that each of these distinguished Rapid Response Team members will help us do just that."

Participating in the Rapid Response Team on airport security will be: Herb Kelleher, chairman of the board of directors of Southwest Airlines; Raymond Kelly, former commissioner of the U.S. Customs Service and veteran law enforcement officer; and Charles M. (Chip) Barclay, president of the American Association of Airport Executives (AAAE).

Participating in the Rapid Response Team on aircraft security will be: Robert W. Baker, vice chairman of American Airlines; Robert A. Davis, former vice president of engineering and technology for The Boeing Company; and Capt. Duane Woerth, president of the Air Line Pilots Association (ALPA).

### **BIOGRAPHIC INFORMATION**

#### **Rapid Response Team on airport security:**

##### Herb Kelleher

Kelleher has 35 years experience in the airline business. He co-founded Southwest Airlines in 1971 and served as President and Chief Executive Officer until earlier this year. During that time, Southwest grew from an intrastate carrier serving three Texas cities with three planes to the fourth largest U.S. domestic passenger airline. Kelleher was chairman of the Partnership for Improved Air Travel from 1989 to 1991 and was a member of the President's "National Commission to Ensure a Strong Competitive Airline Industry" in 1993. He is an attorney and a native of Haddon Heights, NJ.

### Ray Kelly

Raymond Kelly is a former U.S. Marine and a Vietnam War veteran who rose to commissioner through the ranks in 31 years with the New York City Police Department. Since March, he has been senior managing director and global head of corporate security at Bear, Stearns & Co., a leading worldwide investment banking and securities trading and brokerage firm. Kelly served as New York City's police commissioner from 1992 to 1994 and led the department through the investigation of the 1993 World Trade Center bombing. He retired from the NYPD in 1994 and later that year became the director of the international police force in Haiti. From 1995 to 1996, Kelly was the president of Investigative Group International, a 100-person litigation support company specializing in investigations for major domestic and international law firms. In 1997, Kelly was elected vice president of the Americas for Interpol. From 1998 to 2001, Kelly served as U.S. Customs Service commissioner.

### Charles Barclay

Charles (Chip) Barclay is the president of the American Association of Airport Executives (AAAE), a position he has held since 1983. AAAE is the largest professional organization for airport executives in the world, representing thousands of airport management personnel at public use airports nationwide. Before joining AAAE, Barclay served as a senior staff member of the U.S. Senate's subcommittee on aviation and on the staff of the former Civil Aeronautics Board. Barclay was a member of the President's "National Commission to Ensure a Strong Competitive Airline Industry" in 1993 and is a past member of a number of Federal Aviation Administration and U.S. Department of Transportation task forces and committees.

### **Rapid Response Team on aircraft security:**

#### Robert W. Baker

Robert W. Baker was named Vice Chairman of American Airlines in January 2000. He is involved in all aspects of the airline business and represents American externally on technical and operational issues before the FAA, the NTSB and other governmental agencies and industry groups. Previously Baker had served as executive vice president, and senior vice president for operations. He is recognized as one of the airline industry's leaders in many of the technical aspects of the business.

#### Robert A. Davis

Recently retired, Robert A. Davis was named corporate vice president of engineering and technology for The Boeing Company in August 1994. He had served as vice president of engineering and product development for the Boeing Commercial Airplane Group since July 1991. Davis was responsible for overseeing, coordinating and developing all engineering and technology programs throughout The Boeing Company.

#### Duane Woerth

Captain Duane Woerth, a Northwest Airlines pilot, has been president of ALPA since January 1999. ALPA is the largest labor union and professional organization of airline pilots in the world, representing more than 55,000 airline pilots in the U.S. and Canada. Woerth has flown at Northwest for more than 18 years, and previously at Braniff for five. In addition to various assignments within ALPA, Woerth was a member of Northwest's board of directors under the company's employee stock ownership plan.

### ***Added September 17, 2001***

Two additional members of the rapid response teams were named Sept. 17, 2001. Richard H. Anderson, Chief Executive Officer, Northwest Airlines, Inc. was named to the team on airport security. Patricia A. Friend, International President of the Association of Flight Attendants (AFA), was named to the team on



News  
U.S. Department of Transportation

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DOT 106-01  
October 11, 2001  
Contact: Chet Lunner  
(202) 366-4570

## Secretary Mineta Applauds Legal Action, Assigns Team To Philadelphia Airport

WASHINGTON – U.S. Secretary of Transportation Norman Y. Mineta praised Thursday's actions by the Justice Department seeking to revoke the probation of Argenbright, Inc., a security screening firm operating at Philadelphia International Airport, and assigned a special enforcement team to the airport.

Assistant U.S. Attorney John Pease on Thursday petitioned the U.S. District Court in Philadelphia to order Argenbright officials to a hearing to answer charges that they continue to violate an earlier court order regarding the hiring of screeners without appropriate background checks or training.

"The action taken today against Argenbright is further evidence of this Administration's commitment to the safety and security of the traveling public," said Secretary Mineta. "I want to thank and congratulate the members of the Department of Justice, the U.S. Attorney's Office of Philadelphia, the Transportation Department's Office of Inspector General, and other participating law enforcement agencies, for collectively underscoring the government's resolve in enforcing the vital security regulations of our national aviation system."

To insure that the traveling public continues to receive the proper level of safety, Secretary Mineta has assigned a special Security Assessment Team to Philadelphia Airport. Comprised of a Federal Security Manager from the FAA and agents from the DOT Office of Inspector General, the team will scrutinize screening operations and enforce federal standards. The team will insure that the court's compliance order is adhered to, with specific focus on verifying background checks and employee training.

Today's announcement is the culmination of an investigation initiated by the Department of Transportation's Office of the Inspector General (OIG) in January 1999, after receiving allegations from FAA inspectors that Argenbright had falsified background investigations at Philadelphia International Airport (PHL).

In the aftermath of the terrorist attacks of September 11, the Department of Transportation has also implemented a series of directives aimed at strengthening passenger security, and is currently working with Congress to pass legislation that will, as part of a comprehensive package, place the security and screening process at all airports under federal management and control.

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Briefing Room



News  
U.S. Department of Transportation

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DOT 109-01  
Thursday, October 18, 2001  
Contact: Chet Lunner  
Tel.: (202) 366-4570

### **Secretary Mineta Announces Expanded Flight Operations at Reagan National Airport**

Secretary Norman Y. Mineta today announced an expansion of flight operations at Ronald Reagan National Airport (DCA). The expansion, or Phase II, will begin on Friday, October 26, pending the implementation of further enhanced security measures at all airports serving DCA.

“Reagan National Airport is an important symbol of the enduring strength of our nation,” said Secretary Mineta. “The Bush Administration will continue to work with aviation and law enforcement officials to ensure the safety and stability of flight operations at DCA, and we look forward to further operation expansions.”

Earlier this month, President George W. Bush announced the phased reopening of DCA under heightened security beginning Thursday, October 4, for flights to eight hub airports served by six airlines (Phase I). Phase II, which is expected to last for a period of 45 days, increases the number of airports served by 18, for a total of 26. The following is a list of each city that is eligible for service by each airline at DCA under Phase II:

Atlanta	Delta, US Airways
Boston	American, Delta, US Airways
Charleston, SC	US Airways
Charlotte	US Airways
Chicago-Midway	American Trans Air
Chicago-O'Hare	American, United
Cincinnati	Delta
Columbus	American, America West, US Airways
Dallas	American, Delta
Denver	Frontier
Detroit	Northwest
Ft. Lauderdale	Delta, Spirit, US Airways
Houston	Continental
Kansas City	Midwest Express, US Airways
Miami	American, United Airlines
Milwaukee	Midwest Express
Minneapolis	Northwest
Newark	Continental
New York La Guardia	Delta, US Airways
Orlando	US Airways
Philadelphia	US Airways
Phoenix	America West
Pittsburgh	US Airways
St. Louis	TWA
Seattle	Alaska Airlines
Toronto	Air Canada

This phase of expanded operations at DCA will begin pursuant to implementation of increased airport and aircraft security levels, under the direction of the FAA, the Department of Defense, the Secret Service, and other law enforcement agencies. This new series of security initiatives at the airport builds on those previously announced by President Bush.

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News  
U.S. Department of Transportation

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DOT 111-01  
Contact: Bill Mosley  
Tel.: (202) 366-5571  
Friday, October 19, 2001

## **United States, France Reach Open-Skies Aviation Agreement**

The United States and France today agreed to an Open-Skies aviation relationship, marking another major step forward in U.S. efforts to create an open market for aviation services throughout the world.

“Opening international aviation markets to competition and market forces is a key Administration priority,” U.S. Transportation Secretary Norman Y. Mineta said. “I am very pleased that France has agreed to move forward with us in establishing an Open-Skies aviation agreement, which will continue to provide more choice for both travelers and shippers.”

The agreement, the 55<sup>th</sup> bilateral U.S. Open-Skies agreement worldwide and the 20<sup>th</sup> in Europe, was reached after two days of negotiations in Paris. Earlier this year the United States reached Open-Skies agreements with Oman and Poland, following agreements late last year with Senegal, Benin, Malta, Rwanda, Morocco and Nigeria.

Open-Skies agreements eliminate 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.

Today’s agreement builds on the liberalized U.S.-France agreement that was signed in June 1998. While that agreement provided for the gradual elimination of restrictions on air services between the two countries, today’s Open-Skies agreement also removes restrictions on service to intermediate and beyond countries.

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[Briefing Room](#)



News  
U.S. Department of Transportation

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DOT 113-01

Thursday, October 25, 2001

Contact: Bill Mosley

Tel.: (202) 366-5571

## **DOT Sets Procedures for Remaining Carrier Payments**

The U.S. Department of Transportation (DOT) today announced procedures for air carriers to use in applying for the additional compensation available under a program to compensate airlines for their losses resulting from the Sept. 11 terrorist attacks.

The Air Transportation Safety and Stabilization Act, signed by President Bush on Sept. 22, provided \$5 billion in direct payments to carriers to assist them in recovering from financial losses sustained as a result of the attacks. The department moved quickly to distribute nearly half of this amount to carriers, and to date has provided nearly \$2.43 billion to 111 carriers.

Under the rule announced today, the department will distribute up to a total of 85 percent of the compensation for which a carrier is eligible under the act, including any funds already provided. Procedures for distributing the remaining funds will be issued at a later date.

In order to be eligible for payments, carriers must report financial data that includes their losses between Sept. 11-30 and estimated losses for the rest of the year. The department is making these payments in stages in order to assure that all carriers are paid according to the law and that no carrier is overpaid.

The act requires compensation to be paid to carriers based on the lesser of the direct and incremental losses attributable to the attacks, or a formula amount based on a carrier's proportionate share of reported available seat-miles (for passenger flights) or revenue ton-miles (for cargo-only flights). Up to \$4.5 billion will be provided to passenger carriers and \$500 million to all-cargo carriers.

This direct compensation is distinct from the \$10 billion in loan guarantees authorized by the act.

Carriers must file applications within 14 days of the rule's publication in the Federal Register, except air taxis, which must file within 28 days. The public may also comment on the rule within 14 days of publication.

The rule may be obtained via the Internet at [www.dot.gov](http://www.dot.gov). In addition, comments on the rule may be obtained at <http://dms.dot.gov>, docket number OST-2001-10885.

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DOT 115-01  
Thursday, November 1, 2001  
Contact: Brian Roehrkasse  
Tel.: (202) 366-4570

### **U.S. Transportation Secretary Mineta Honors Air Traffic Controllers**

U.S. Transportation Secretary Norman Y. Mineta today presented the U.S. Department of Transportation's highest award for achievement to the nation's air traffic controllers.

The Secretary cited the controllers' response to the events of Sept. 11 in presenting them with the department's 2001 Gold Medal Award for Outstanding Achievement.

"On Sept. 11, they responded to a challenge that was unprecedented in the history of their industry," Secretary Mineta said at the 34<sup>th</sup> annual U.S. Department of Transportation (DOT) Awards Ceremony in Washington. "On that day, I made a determination that the safest way to prevent any more attacks was to ground the entire aviation system. Immediately the air traffic controllers went to work to land thousands of aircraft at the nearest airport. In a matter of hours, every aircraft was down safely."

The award to the controllers, who are part of the department's Federal Aviation Administration (FAA), was one of over 100 awards presented today to DOT employees and organizations for exemplary accomplishments over the past year.

The Secretary also thanked other employees of the FAA and throughout DOT for their courage and commitment in the wake of the Sept. 11 attacks as well as for their hard work and excellence throughout the year.

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Briefing Room



News  
U.S. Department of Transportation

Monday, November 5, 2001

DOT 117-01

Contact: Brian Roehrkaase

Telephone: 202-309-1218

### Statement by U.S. Transportation Secretary Mineta On Airport Security

CHICAGO — Last week I announced a crackdown by special agents of the FAA and DOT's Inspector General focused on lapses in the security system currently operated by the airlines.

Since then we have stopped flights; closed, searched and reopened concourses at nine major airports; and emptied airplanes to re-screen all passengers when we found that the airlines' security screeners had not followed proper procedures.

Still, problems remain. Last Saturday a man carrying numerous knives and other forbidden items got past the screening checkpoint here at O'Hare. On Sunday, at the airport in Louisville, Kentucky, some passengers weren't screened at all.

These failures are evidence to me that the airlines are still not making the necessary investment in security. Imagine if pilots got lost and engines wouldn't start. The airlines would take immediate action. I want them to commit the same resources and place the same importance on the security of their passengers.

I consider the O'Hare case a failure of dramatic dimensions. I am recommending that the FAA begin enforcement actions which could lead to a substantial fine against United Airlines; in addition, we are requiring United Airlines to conduct a re-training of all O'Hare screeners. I have asked the FAA to supervise that training.

The O'Hare incident and others like it underscore the urgency with which Congress must agree on the measures called for under the President's aviation security package.

The federal government must take direct control of the security system. At the moment, the screeners at all our airports remain contract employees of the airlines.

Congress is about to reassign responsibility to the federal government, but until that transition is complete, we are going to hold airlines and their screening companies accountable. The airlines cannot wash their hands of this duty and there should be no doubt as to our determination and resolve.

I am convening a meeting with the CEO's of the airlines next week – they are still responsible for security under current law – to make sure they understand our new posture.

Until then, we are going to continue to operate on a zero-tolerance basis. When I say zero-tolerance, that means zero-tolerance.

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Thursday, November 15, 2001  
DOT 119-01  
Contact: Chet Lunner  
Tel.: (202) 366-4570

**Statement of U.S. Secretary of Transportation Norman Y. Mineta  
Concerning Bipartisan Legislative Agreement on the Aviation Security Bill**

“Today’s bipartisan legislative agreement is a major milestone in the creation of a consistent, high-quality, nationwide aviation security force. I congratulate all the parties involved who came together to make this happen.

“Members of Congress in conference have worked hard to reach agreement on a strong new aviation security bill. It provides direct federal control, and will allow us to raise standards and insist on high performance.

“When this new program is implemented, the confidence of the American traveler will be further restored.

“As Secretary of Transportation, I look forward to playing a role in the development of a system that will feature professionalism, accountability, and – most importantly -- a level of safety that will restore confidence in our national transportation system.

“At the direction of the President, I have begun a series of meetings with key stakeholders to map out a structure and schedule of “next steps.” In fact, just minutes ago I met with the top leadership of the entire airline industry.

“We had a wide-ranging discussion on security matters, the upcoming holiday travel season, and how we must continue to work together to create a Transportation Security Administration which will reflect the high standards the American traveling public expects and deserves.

“Since September 11, the federal government has taken action to raise safety standards. We have made funds available to the aviation industry to fortify cockpits. More federal air marshals ride our planes – and more fighter jets patrol our skies. In uniform and in plain clothes, brave men and women watch over us all.

“With this new legislation we take the next important step. For the first time, airport safety will become a direct federal responsibility, overseen by a new undersecretary of transportation for aviation security. There will be tightened procedures for screening checked bags and the safeguarding of all areas of airports.

“New federal agents will be hired to inspect passengers and screen baggage. These officers will not be permitted to strike – they can be quickly removed if they neglect their work, and they must be U.S. citizens.

“At the same time, today’s agreement gives the federal government the flexibility to do whatever it takes to improve on what is a safe system in order to ensure a safe transition to this new security system.

“Safety remains our highest priority. And when it comes to safety, we will set high standards – and we will enforce them.

“These have been difficult days for American aviation. A proud American industry has been hit hard. But we have seen the dedication and spirit of our pilots and our flight crews, our FAA air traffic controllers and the tens of thousands of hardworking people who keep America flying. We know they will endure. And we know their industry will grow and prosper.

“As the holidays approach, we have much to mourn. But we also have much for which to be thankful. We have a great country – and a great people. And thanks to this bill, Americans who travel to celebrate with their loved ones – will do so in greater security.”

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Briefing Room



Monday, Dec. 10, 2001  
DOT 123-01  
Contact: Paul Takemoto  
Telephone: 202-366-5580

## **U.S. Transportation Secretary Mineta Announces Intended Nomination of Magaw as Under Secretary of Transportation for Security**

U.S. Transportation Secretary Norman Y. Mineta today announced John Magaw as President Bush's intended nominee to serve as Under Secretary of Transportation Security.

Magaw's career in law enforcement is unprecedented. Currently Acting Executive Director of the Office of National Preparedness within the Federal Emergency Management Agency, he is a former director of the Bureau of Alcohol, Tobacco and Firearms (ATF) and the U.S. Secret Service.

Magaw was selected to head the ATF as the organization emerged from the crisis following the Waco, Tex., and Oklahoma City bombing tragedies. As such, he directed a thorough review and overhaul of the entire organization, and restored morale to the ATF workforce.

As Director of the U.S. Secret Service, Magaw was responsible for ensuring the security of the President and other U.S. officials, as well as for enforcing laws regarding counterfeiting false identification, banking and credit card and computer fraud.

A native of Columbus, Ohio, Magaw holds a bachelor's of science degree in education from Otterbein College in Westerville, Ohio. He received the 1991 and 1999 Presidential Rank Meritorious Award and, in 1995, received the Presidential Rank Distinguished Award.

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Briefing Room



DOT 125-01  
Monday, December 17, 2001  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## Santa Gets Cleared For Christmas Flight

Kris Kringle, d.b.a. Santa Claus, got the green light today from the U.S. Department of Transportation (DOT) to engage in air travel to various points throughout the United States the night of Dec. 24-25.

An order granting a flight certificate and signed by U.S. Transportation Secretary Norman Y. Mineta said that Santa Claus was "exceptionally fit, joyfully willing and uniquely able to engage in the interstate air transportation for which he has requested a certificate." The Secretary added that Santa has a 100 percent on-time arrival record, having never failed to deliver all of his toys by Christmas morning.

In his application, Santa Claus described himself as a citizen of the world residing at the North Pole who performs a vital and specialized transportation service. "The points to be served are the dwelling places of good girls and boys, as well as adults of goodwill, throughout the United States," Claus said in his application.

The applicant notes that his operating proposal will meet the air service requirements of countless small communities, and also will serve the major transportation hubs in all regions.

Santa Claus also told DOT that his sleigh will be powered by eight tiny reindeer, with the addition of a possible ninth reindeer with a special air navigation warning light in its nose, in the event of fog or heavy snow.

Finally, the applicant, aware of the department's heightened security concerns, states that he has personally packed all his bags and has kept them in his sight for months. He also vouches for his trusted elves, who lovingly prepared the contents and carefully handled the packing as they have done for centuries without incident. Santa also says that he has a sky marshal of sorts aboard. He has asked his lead reindeer, Rudolph, to stay especially alert, especially for the presence of nearby aircraft.

The department said that no one has opposed the application, and Mr. Claus disclosed several million letters of support from children everywhere. "In these circumstances, it appears that a grant of the applicant's request is in the highest public interest," the department said.

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Briefing Room



News  
U.S. Department of Transportation

DOT 127-01  
Friday, December 21, 2001  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## DOT Tentatively Approves Antitrust Immunity For Delta-Air France-Alitalia-Czech Airlines Alliance

The U.S. Department of Transportation (DOT) today tentatively approved an agreement between Delta Air Lines and three foreign air carriers to establish an integrated network of airline services.

The decision, if made final, would grant Delta and its partners Air France, the Italian carrier Alitalia, and Czech Airlines immunity from U.S. antitrust laws to the extent necessary to enable them to plan and coordinate services over their respective international route systems. The airlines will continue to be independent companies and retain their separate corporate and national identities.

Interested parties will have 14 days to show why today's tentative decision should not be made final. Replies to comments are due seven days afterward. After a review of the comments, the department will issue a final decision.

In its show-cause order, the department tentatively concluded that the proposed alliance would benefit consumers by increasing international service options and enhancing competition between airlines, particularly for traffic to or from cities beyond and behind major gateways. The United States has reached Open-Skies aviation agreements, which eliminate regulatory restrictions on competition, with France, Italy and the Czech Republic. An Open-Skies agreement is a necessary prerequisite to a final grant of immunity because it assures that markets remain open to other competitors, the department said.

The department's tentative decision would immunize all of the alliance's international services with the exception of certain fares in the Atlanta-Paris and Cincinnati-Paris markets. Immunity would not apply in these markets to pricing and other related elements in connection with unrestricted coach-class fares or any business or first-class fare for nonstop passengers purchasing tickets in the United States, because Delta's dominant position in Atlanta and Cincinnati could give the alliance power over prices and capacity affecting business flyers and other time-sensitive passengers, the order said. The department directed the alliance's foreign airlines to file traffic data with DOT for their services that include a U.S. point. In addition, within five years the airlines must resubmit their agreement to DOT for review.

Beginning with the immunized alliance between Northwest Airlines and KLM Royal Dutch Airlines, which was approved in 1993, the DOT has granted antitrust immunity to a number of international airline alliances where it found that the alliance benefited the public and did not substantially reduce competition. The department's October 2000 report *International Aviation Developments: Transatlantic Deregulation – The Alliance Network Effect* (available at <http://ostpxweb.dot.gov/aviation>) discussed the competitive and pro-consumer benefits of Open-Skies agreements and broad-based alliance networks. Currently, nine immunized alliances are in effect.

The show-cause order, alliance application and public comments are available on the Internet at <http://dms.dot.gov>, docket number OST-2001-10429.

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Briefing Room



DOT 128-01  
Friday, December 21, 2001  
Contact: Bill Mosley  
Tel.: (202) 366-4570

## Secretary Mineta Announces Further Restoration of Flights Reagan National Airport

U.S. Transportation Secretary Norman Y. Mineta today announced a further restoration of flight operations at Washington's Ronald Reagan National Airport (DCA). The expansion, or Phase III, will begin on Wednesday, Jan. 2, pending the implementation of further enhanced security measures at all airports that will again be serving DCA.

"With Phase III we continue to restore services at Reagan National Airport, an important symbol of the enduring strength of our nation," said Secretary Mineta. "The Bush Administration will continue to work with aviation and law enforcement officials to ensure the safety of flight operations at DCA as we move toward returning service to its pre-Sept. 11 level."

Phase III will be carried out in three stages, with a second stage of additional flights to be permitted Feb. 1 and a third stage on March 1. Service to a total of 43 additional cities will be restored during this phase. At the completion of Phase III, approximately 620 daily flights will be operated at Reagan National, 77 percent of its pre-Sept. 11 total.

Service to Reagan National was suspended between Sept. 11 and Oct. 4. During the first phase of restored flights, service was allowed to eight cities. Phase II, which began Oct. 26, permitted service to an additional 18 cities. Today's announcement will return authorization to serve all airports that had non-stop flights to DCA prior to September 11.

The following is a list of cities eligible for service by each airline at DCA under Phase III, and the date service may resume:

Beginning Jan. 2, service will be authorized for:

- Cleveland Continental Airlines
- Hartford, CT US Airways
- Huntsville, AL US Airways
- Indianapolis US Airways
- Las Vegas America West Airlines, National Airlines

- Memphis, TN Northwest Airlines
- Montreal Air Canada
- New Orleans US Airways
- New York JFK American Airlines, Delta Air Lines
- Omaha, NE Midwest Express Airlines
- Palm Beach, FL US Airways
- Providence, RI US Airways
- Raleigh, NC American Airlines, Midway Airlines, US Airways
- Tampa, FL US Airways

Beginning Feb. 1, service will be authorized for:

- Charleston, WV US Airways
- Columbia, SC US Airways
- Dayton, OH US Airways
- Des Moines, IA Midwest Express
- Grand Rapids, MI Midwest Express
- Jacksonville, FL US Airways
- Knoxville, TN US Airways
- Louisville, KY US Airways
- Nashville, TN US Airways
- Norfolk, VA US Airways

Beginning March 1, service will be authorized for:

- Albany, NY US Airways
- Allentown, PA US Airways
- Baltimore, MD US Airways
- Birmingham, AL US Airways
- Buffalo, NY US Airways
- Burlington, VT US Airways
- Greensboro, NC US Airways
- Greenville/Spartanburg, SC US Airways
- Manchester, NH US Airways
- Morgantown, WV US Airways
- New Haven, CT US Airways
- Portland, ME US Airways
- Rochester, NY US Airways
- Savannah, GA US Airways
- Syracuse, NY US Airways
- Richmond, VA US Airways
- Roanoke, VA US Airways
- Salisbury, MD US Airways
- White Plains, NY US Airways

This phase of expanded operations at DCA will begin pursuant to implementation of increased airport and aircraft security levels, under the direction of the DOT's Federal Aviation Administration and Transportation Security Administration, the Department of Defense, the Secret Service, and other law enforcement agencies. This new series of security initiatives at the airport builds on those previously announced by President Bush. Further expansions of flights at DCA will be announced next year.

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Friday, December 28, 2001

DOT 129-01

Contact: Bill Mosley

Telephone: 202-366-5571

## **U.S. Transportation Department Amends Procedures For Compensating Airlines for Terrorist Losses Sept. 11**

The U.S. Department of Transportation today announced amendments to the rules that established procedures for compensating air carriers for losses suffered as the result of the Sept. 11, 2001, terrorist attacks. The amendments provide additional details about how air carriers are to apply for compensation under the Air Transportation Safety and System Stabilization Act.

“We are committed to ensuring that air carriers receive the compensation that the President and Congress intended,” said U.S. Transportation Secretary Norman Y. Mineta. “These rules will help carriers and the department complete the compensation process as soon as possible.”

Secretary Mineta noted that as of Dec. 26 the department had received applications from over 300 air carriers. The department has made payments to 131 of these carriers, totaling over \$3.8 billion of the \$5 billion that the legislation authorized.

Today’s amendments respond to comments by air carriers and other interested parties on the department’s October 2001 airline compensation procedures final rule. The amendments concern such issues as how compensation is calculated for indirect air carriers and “wet lease” carriers, as well as the accounting terminology and procedures to be used in reviewing the information that carriers submit with their applications.

In addition to the amendments to the final rule, the department is also issuing a notice requesting public comment on whether to establish a “set-aside” for air ambulances and other classes of carriers for whom the Act’s compensation formula would not adequately reflect their share of Sept. 11-related losses. The Aviation and Transportation Security Act gave the department authority to establish such a mechanism.

The rule may be obtained via the Internet at [www.dot.gov/accomp.html](http://www.dot.gov/accomp.html). In addition, comments may be obtained at <http://dms.dot.gov>, docket number OST-2001-10885.

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Briefing Room



News  
U.S. Department of Transportation

Monday, Dec. 31, 2001

DOT 126-01

Contact: Paul Takemoto

Telephone: 202-366-5580

(NOTE: This corrects a DOT news release dated Dec. 20 with regard to educational requirements for federal screeners. See the attached standards document at [www.dot.gov/affairs/standards.htm](http://www.dot.gov/affairs/standards.htm).)

## Transportation Security Administration Meets First Security Requirements

U.S. Transportation Secretary Norman Y. Mineta today (Dec. 20) announced that the Transportation Security Administration (TSA) has successfully met the first security requirements mandated by the Aviation and Transportation Security Act. The Act, passed November 19, 2001, contains deadlines for specific actions within the first 30 days of enactment.

“The Department of Transportation continues its dedicated efforts to deliver to the American people the world-class security they deserve and expect as they move about the country,” said Secretary Mineta.

As required under the Aviation and Transportation Security Act that created the TSA, the new agency:

- Issued qualification standards for federal airport security screeners. In order to be hired, screeners must be U.S. citizens, pass a background and security investigation, including a criminal records check, and pass a standardized examination, among other requirements. These standards are based on the Aviation and Transportation Security Act (Section 111), and are posted on the DOT website at: <http://www.dot.gov/affairs/standards.htm>.
- Published procedures for airports to seek part of the \$1.5 billion authorized to cover direct costs for security improvements. Under these procedures and once the funds are appropriated, airport operators, parking lots and vendors providing direct services to airlines may file for reimbursement of costs incurred by implementing security measures imposed by the Federal Aviation Administration (FAA) or the TSA after the events of Sept. 11.
- Reported to Congress on airspace security measures that can be deployed, as necessary, to improve general aviation security.
- Lifted, through the FAA, flying restrictions in Class B airspace. This largely restores flying under visual flight rules to pre-Sept. 11 conditions in major metropolitan areas. An FAA press release is posted at: <http://www.faa.gov/apa/pr/pr.cfm?id=1481>

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