



News
U.S. Department of Transportation

Monday, January 07, 2002
DOT 02-02
Contact: Lenny Alcivar
Tel.: (202) 366-4570

Secretary Mineta Hails New Head of Transportation Security Administration

WASHINGTON – Secretary of Transportation Norman Y. Mineta today hailed the appointment of former U.S. Secret Service chief John Magaw as Under Secretary for Transportation Security.

President Bush appointed Magaw to the post, from which Magaw will serve as the head of the newly authorized Transportation Security Administration (TSA). The TSA, chartered by Congress last year, will take over transportation security nationwide, beginning with aviation security. Magaw is an Ohio native whose federal career also includes leadership of the Bureau of Alcohol, Tobacco and Firearms (ATF) and most recently a senior position at the Federal Emergency Management Agency.

“John Magaw is a superb appointment,” Secretary Mineta said. “He brings decades of wisdom, experience and leadership to our new Transportation Security Administration.”

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DOT 03-02

Tuesday, January 8, 2002

Contact: Paul Takemoto

Telephone: 202-366-5580

DOT Begins Recruiting Federal Security Directors for Airports

The U.S. Department of Transportation (DOT) today announced it has started recruiting to hire federal security directors who will oversee security at the nation's top airports, as part of the new Transportation Security Administration. A federal security director will lead federal security operations at each airport, including passenger and baggage and cargo screening, as well as protection of aircraft and secured airport areas.

"Airport federal security directors will be the front line leaders of the Transportation Security Administration and key to rebuilding the confidence and comfort of the traveling public," said Transportation Secretary Norman Y. Mineta. "These directors will have the authority and the resources to ensure that effective security surrounds civil aviation operations at each airport, so we are seeking law enforcement and security professionals with demonstrated leadership skills for this demanding responsibility."

The Transportation Security Administration (TSA) will be a flat, distributed organization, with a relatively small Washington headquarters and most of the more than 30,000-member agency based at airports throughout the nation. At each airport, the federal security director will lead federal security operations, responsible for hiring and training federal security employees, directing all federal law enforcement activity throughout the airport in coordination with local authorities.

The initial phase of federal security director recruitment will fill positions at the nation's 81 largest airports. Recruitment for positions at the balance of the nation's 429 airports will proceed in a parallel process managed by the department.

The Department of Transportation has contracted with Korn/Ferry International to assist with the search for qualified federal security director candidates. A web site has been established for information and applications at www.dot-tsa.com.

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[Briefing Room](#)

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

FOR IMMEDIATE RELEASE

DOT 4-02

January 14, 2002

Contact: Marcia Adams

Phone: 202-267-3462

U. S. Secretary of Transportation Norman Y. Mineta today announced the appointment of Ms. Woodie Woodward as the associate administrator for airports for the U.S. Department of Transportation's Federal Aviation Administration (FAA).

Woodward will administer the annual federal airport grant program, airport planning, including safety standards, design and engineering. She will report directly to the FAA Administrator.

Secretary Mineta said, "Woodie brings a wealth of experience to the office of airports from previous positions held in the FAA and the legislative branch. She is a seasoned executive who can work with members of Congress, airport industry and advocacy group representatives to ensure the continued development of a safe and efficient national airport system."

Since January 2000, Woodward has served as acting associate administrator for airports. Prior to that appointment, she was director of FAA's center for management development in Palm Coast, FL. During her 13-year tenure at FAA, Woodward has served in numerous positions, such as acting chief of staff for the office of the administrator, acting associate administrator for administration and deputy regional administrator for the agency's southern region. Prior to joining the FAA, Woodward was chief of staff to U.S. Sen. Mack Mattingly.

Woodward holds master's and doctorate degrees in administration and personnel management from the University of Kansas and a bachelor's degree from Florida State University.

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Wednesday, January 16, 2002
DOT 05-02
Contact: Lenny Alcivar
Tel.: (202) 366-4570

MINETA ANNOUNCES LATEST IMPROVEMENTS TO NATION'S AVIATION SECURITY SYSTEM

Airlines To Meet Congressionally Mandated Baggage Screening Deadline

Washington, DC -- U.S. Secretary of Transportation Norman Y. Mineta today delivered the keynote address at the 2002 Annual Meeting of the Transportation Research Board. During his speech, Secretary Mineta outlined the latest in a series of critical security improvements implemented by the Bush Administration since September 11.

Under the plan announced by the Secretary, airlines will meet a congressionally mandated requirement to begin screening all checked passenger bags by Friday, January 18, the 60-day mark included in the Aviation Transportation Security Act (ATSA) signed by President George W. Bush on November 19 of last year.

"The Department has taken the necessary action to meet this requirement, using the full menu of options provided for in the law," said Secretary Mineta. "Every available EDS machine will be used to its maximum capacity. Where we do not yet have EDS resources in place, we will use other options outlined in the law. On originating flights, baggage will be matched to its passenger. Computers will screen passengers, and passengers will be screened for weapons - often multiple times.

"In addition, more bags will also be subject to sniffing by trained dogs, to more comprehensive screening by both explosive-detection and explosive trace detection devices, to manual searches, or to a combination of those techniques. We will continuously upgrade our screening capability, ultimately meeting the requirement that each checked bag be screened by an explosive detection system by the end of this year."

The Secretary announced a multi-layered system to screen checked and carry-on baggage using Explosive Detection Equipment (EDS), an enhanced Computer Assisted Passenger Prescreening System (CAPPS), Explosive Trace Detection (ETD), K-9s, and manual searches, or some combination of these methods.

In addition, cockpit doors of all passenger aircraft so equipped have been fortified and today, more than any time in the nation's history, more flights are guarded by Federal Air Marshals.

These provisions, overseen by the Department's Transportation Security Administration, aim to strengthen the nation's aviation screening system and increase and improve the level of security for air travelers. Recently, President Bush named John Magaw to serve as Under Secretary of the new agency. Magaw's resume includes nearly 40 years of law enforcement experience. He formerly served as Director of the

Secret Service and as the Director of the Bureau of Alcohol, Tobacco and Firearms.

Separately, the U.S. Department of Transportation also announced today the formation of a senior advisor program to bring private sector best practices to the Transportation Security Administration (TSA). Under this program, executives from some of the nation's leading firms will be loaned to the TSA to help establish the new agency.

Today's remarks by Secretary Mineta can be viewed by going to <http://www.dot.gov/affairs/011602sp.htm>.

Briefing Room



Wednesday, January 16, 2002

DOT 06-02

Contact: Paul Takemoto

Telephone: 202-366-5580

DOT Taps Private Industry for Help in Building Transportation Security Administration

The U.S. Department of Transportation (DOT) today announced the formation of a senior advisor program to bring private sector best practices to the Transportation Security Administration (TSA). Under this program, executives from some of the nation's leading firms will be loaned to the TSA to help establish the new agency.

"We need to tap into the expertise of the private sector as we shape the Transportation Security Administration, the first federal agency of the 21st century," said Secretary of Transportation Norman Y. Mineta. "It is essential that the security systems of TSA effectively deter terrorism, but with minimal disruption to transportation and complete service to travelers and other users of transportation, and we're turning to the private sector to join us in this effort."

The executives will bring a wide range of private sector expertise in areas including procurement, recruiting, metrics and quality, operations and process modeling, training and development, organization design and effectiveness. Each participant, appointed as Intermittent Consultant in the Federal Government, will play a hands-on role in critical projects relating to their specific areas, but they will not be in decision-making or supervisory roles.

"Secretary Mineta asked us to accept the help of a small number of the country's most talented executives, men and women who will roll up their sleeves and work side-by-side with the government team standing up this new agency," said Kip Hawley, himself a former CEO and transportation and supply chain executive recruited by Mineta to lead the initial TSA start-up effort. "We have found an extraordinary group of leaders willing to do just that."

In agreeing to serve in this capacity, executives and their companies agree to resolve any conflicts of interest and sign a non-disclosure agreement, and individuals will provide personal financial disclosure and security clearance information. The TSA will not provide salaries or federal benefits, but will pay for certain travel expenses and per diem not to exceed \$6,000 per month.

The initial executives in the Senior Advisor Program are:

Chris Billings, General Manager, Airport Guest Services, Walt Disney World Co., Orlando, Fla.

Lisa Glatch, Sr. Vice President, Human Resources and Administration, Fluor Corporation, Aliso Viejo, Calif.

Tom Kennedy, Ph.D., Vice President, Quality, Solectron Corporation, Milpitas, Calif.

Randal Null, Program Director, Mergers & Acquisition, Intel Corp., Santa Clara, Calif.

Ben T. Smith, Vice President, A.T. Kearney, Inc., Santa Clara, Calif.

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Briefing Room



DOT 07-02

Friday, January 18, 2002

Contact: Paul Takemoto

Telephone: 202-366-5580

**Department of Transportation Meets Mandate for Plans for Training Screeners and Flight Crews
*Private Sector Help Sought for Training More than 30,000 Screeners***

The Transportation Security Administration and Federal Aviation Administration today published training plans for aviation security, meeting a deadline in the Aviation and Transportation Security Act. Plans for the training of security screeners, and guidance for the training of flight crews for dealing with threats, were required within 60 days of the passage of the Act, Nov. 19, 2001.

Under Secretary of Transportation for Security John W. Magaw today submitted a plan to Transportation Secretary Norman Y. Mineta and to Congress that would provide for premium-quality, intense and measurable training for security screeners employed by the Transportation Security Administration at the 429 U.S. airports with commercial service. More than 30,000 screeners will be deployed by the TSA by Nov. 19, as mandated in the Aviation and Transportation Security Act.

“The TSA is firmly committed to creating a screener workforce of the highest quality, one that is instilled with pride and commands the respect of the traveling public,” Magaw said. “We intend to offer an attractive and rewarding career path for screeners that will include varied, stimulating work and the chance for promotion. That path begins with intensive training.”

The proposed training plan charts a course with the dual objective of protecting the system and serving the flying public. Key elements include:

- Screening of persons, baggage, and cargo;
- Stress management and conflict resolution;
- Professional interaction with passengers.

The TSA curriculum will be competency-based and outcome-driven, which means that training will correlate directly to competencies required. Competencies identified to date include:

- Discerning and discriminating ability;
- Ability to perform duties while being subject to distractions;
- Ability to follow sets of complex directions;
- Multi-tasking ability and alertness to objectives;
- Ability to perform well under demanding situations;
- Ability to comprehend and reason effectively;
- Ability to identify principles governing relationships between objects;

- Ability to cope with conflicts.

Separately, the TSA is issuing two requests for proposals (RFPs) as part of its ongoing efforts to tap into private sector experience and expertise for assistance in successfully completing a deployment of more than 30,000 airport security screeners and law enforcement officers over the next 10 months. These RFPs are devoted to mission critical aspects of the TSA, as follows:

- Screener/Law Enforcement Officer (LEO) Qualifications, Recruitment and Examination (QRE). The Aviation and Transportation Security Act includes stringent employment standards for airport screeners, and for law enforcement officers. Contractor assistance will be critical in helping to recruit, assess and interview tens of thousands of applicants.
- Screener Training. The Act requires a minimum of 40 hours of classroom training, 60 hours of on-the-job training, and an exam for each screener. Contractor assistance will be critical in helping to develop and finalize curriculum, train trainers, and conduct training at numerous facilities across the nation.

The RFP for Screener Training will be available at: <http://www.eps.gov> (solicitation number: DTTS59-02-R-00439). The RFP for Screener/LEO QRE will be available at: <http://www.eps.gov> (solicitation number: DTTS59-02-R-00440). Interested companies must respond by Jan. 28. The TSA intends to award contracts by Feb. 19.

Also today, the Federal Aviation Administration, as mandated by the act, issued new, detailed guidance for training crew members in dealing with potential threats, especially hijackings. The guidance, developed in consultation with airlines, pilots and flight attendants, represents a shift in strategy from passive to active resistance by crewmembers.

While actual training guidance cannot be made public due to national security concerns, highlights include:

- Any passenger disturbance should be considered suspicious, as it could be a diversion for other more serious acts.
- In a threatening situation, crewmembers must act as a team. Should a threat arise, the cabin crew and flight crew must communicate in clear, concise, plain English.
- In any suspected or actual hijack attempt, the flight crew should land the airplane as soon as possible to minimize the time hijackers would have to commandeer the aircraft and use it as a weapon of mass destruction.

In accordance with the statute, airlines have 60 days to amend their training programs to incorporate these guidelines. Once the new training program is approved, crewmembers must be trained within six months.

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DOT 9-02

Tuesday, January 22, 2002

Contact: Bill Mosley

Tel.: (202) 366-5571

Secretary Mineta Signs U.S.-France Open-Skies Agreement

U.S. Transportation Secretary Norman Y. Mineta and French Minister of Infrastructure, Transport, and Housing Jean-Claude Gayssot today signed an Open-Skies aviation agreement between their two countries.

The agreement, which was signed in Washington, puts into effect the U.S.-France agreement reached on Oct. 19 and eliminates restrictions on air services to, from and beyond the other's country. The United States now has 56 bilateral Open-Skies agreements.

"This agreement marks another major step forward in U.S. efforts to create an open market for aviation services through the world," 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 relationship, which will continue to provide more choice for both travelers and shippers."

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.

The signing of the agreement also allows Delta Air Lines and its partners Air France, the Italian carrier Alitalia, and the Czech Republic carrier CSA, to implement their alliance, which on Jan. 18 was granted 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 department conditioned the grant of immunity on completion of the Open-Skies agreement with France. The United States previously had reached Open-Skies agreements with Italy and the Czech Republic.

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[Briefing Room](#)



Friday, January 25, 2002

DOT 10-02

Contact: Lenny Alcivar

Tel: (202) 366-4570

Department of Transportation Tentatively Approves Antitrust Immunity Covering the Alliances of American Airlines and British Airways, and United Airlines and BMI

The Department of Transportation today tentatively approved antitrust immunity covering the alliances of air carriers American Airlines and British Airways, and United Airlines and bmi, a decision that will significantly benefit consumers by expanding service to a host of U.S. cities; encouraging additional price competition; and increasing passenger choice.

Final approval of antitrust immunity, which depends on several conditions yet to be met, will greatly enhance competition in the nation's largest overseas market by allowing four new U.S. carriers to enter the London Heathrow market, and providing passengers with 17 new roundtrip services between the U.S. and Heathrow Airport for a total of more than 6,200 new flights per year.

The Department's analysis and tentative conclusions for approving anti-trust immunity are largely in line with the recommendations of the Department of Justice. Tentative approval of antitrust immunity is based on several conditions yet to be met, including the divestiture by American and British Airways of 224 take-off and landing slots for flights by new competitors between U.S. cities and Heathrow airport.

The Department's order tentatively allocates those slots as follows:

- 5 daily roundtrips to Continental (3 of which must be served from Newark)
- 6 daily roundtrips to Delta (3 of which must be served from New York's JFK Airport, and 1 from Boston)
- 3 daily roundtrips to Northwest
- 2 daily roundtrips to US Airways
- bmi would be required to provide slots to United for a daily round trip from Boston.

Final approval also hinges on the finalization of an open skies agreement between the U.S. and U.K. The nation's existing aviation agreement with the U.K., one of its most restrictive, limits where U.S. carriers can fly, how many flights they can operate, and what prices they may charge, providing minimal consumer choice for the almost 18 million passengers traveling the route every year. The latest round of open skies talks are expected to begin in Washington on Monday, January 28.

All parties have the opportunity to submit objections (21 days) and reply comments (10 days) on its tentative decision. A copy of the order can be obtained by visiting:

http://dms.dot.gov/reports/reports_aviation.asp

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A map of cities with potentially improved Heathrow access can be accessed [here](#).

Briefing Room



News
U.S. Department of Transportation

DOT 11-02
Friday, January 25, 2002
Contact: Lenny Alcivar
Tel.: (202) 366-4570

Statement by Transportation Secretary Norman Mineta on Decision by American Airlines-British Airways to Decline Terms of Antitrust Order

The Department of Transportation today tentatively approved antitrust immunity between American Airlines-British Airways and United Airlines-British Midland, with conditions.

The conditions parallel those suggested by the U.S. Department of Justice and are intended to ensure that consumer interests and competition would be protected in the important North Atlantic aviation market.

We will continue working with the United Kingdom to achieve our long held mutual objective of open skies.

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Briefing Room



DOT 12-02

Friday, February 1, 2002

Contact: Paul Takemoto

Telephone: 202-366-5580

Transportation Security Administration To Map Security Procedures At Selected Airports Nationwide

The U.S. Department of Transportation's Transportation Security Administration (TSA) today announced that it will study security procedures and processes at 15 selected U.S. airports. The result of the studies, to be conducted over the next six weeks, will be used to achieve security improvements at all 429 U.S. airports with commercial service.

"While each airport is unique, we seek to achieve a system that emphasizes consistency, both in security and in the treatment of travelers," said Transportation Secretary Norman Y. Mineta. "These studies will provide an important tool to enhance airport security systems nationwide."

TSA staff, enhanced by a team of business process consultants will trace the movement of passengers and cargo through security systems, and then determine what core changes could provide both more effective security and better service to travelers.

The airports are Ted Stevens Anchorage International Airport, Alaska; Hartsfield Atlanta International Airport, GA.; Baltimore-Washington International Airport, MD.; Boston Logan International Airport, MA.; Charlotte/Douglas International Airport, NC; Chicago O'Hare International Airport, IL; Dallas/Ft. Worth International Airport, TX; Gerald R. Ford International Airport, Grand Rapids, MI; Louisville International Airport, KY; Minneapolis-St. Paul International Airport, MN; Mobile Regional Airport, AL; John F. Kennedy International Airport, NY; Orlando International Airport, FL; San Francisco International Airport, CA; and Spokane International Airport, WA.

"We appreciate the insight and assistance of the executive leadership of these airports, their staffs and employees, and of the air carriers," said John W. Magaw, Under Secretary of Transportation for Security. "Our studies will not disrupt the movement of passengers and cargo through these airports and the work will be mostly unnoticeable to the traveling public."

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Briefing Room



Monday, February 4, 2002
DOT 13-02
Contact: Ben Langer
Telephone: 202-366-5580

Fiscal 2003 Budget Reflects Funding for Transportation Security
Transportation Department Requests \$59.3 Billion, Continues Safety as Top Priority

The Department of Transportation today unveiled its budget that would seek \$59.3 billion in funding for the fiscal 2003 budget to help provide for improved security and safety of the country's transportation system. The 2003 budget represents an overall increase of \$4.7 billion or 8 percent when adjusted for a reduction in highway spending required by law.

"President Bush's budget proposal for transportation will enable our Department to meet the President's three preeminent goals for America: winning the war at home and abroad, protecting our homeland and reviving the economy. It will enable us to continue our important work with our partners in state and local governments and the private sector to ensure that the public continues to enjoy the transportation service that meets its needs," U.S. Transportation Secretary Norman Y. Mineta said. "Since the Sept. 11 terrorist attacks, we must provide for enhanced security as well as the safety of all who use the country's transportation system."

In a briefing for reporters, U.S. Transportation Deputy Secretary Michael P. Jackson said that the fiscal 2003 budget for transportation includes \$4.8 billion for the first full year of funding for the Transportation Security Administration (TSA) and \$7.1 billion for the U.S. Coast Guard, representing the largest increase in the nation's history for the Coast Guard.

In 2003, TSA will continue implementing an aggressive, comprehensive transportation aviation security program. The \$4.8 billion TSA budget includes estimated collections of \$2.2 billion from passenger and air carrier fees authorized by the Aviation and Transportation Security Act and provides funding for more than 30,000 airport security personnel, including screeners, law enforcement personnel and screener supervisors; funding for explosive detection systems that must be in place to screen all checked baggage by Dec. 31; and funding for a greatly expanded federal air marshal program.

The 2003 transportation budget also reflects the Coast Guard's key role in safety and security. The request includes more than \$400 million for increased port security; \$90 million to modernize the maritime "911" system to eliminate radio coverage gaps along the coast and improve the Coast Guard's ability to find those in distress; and \$500 million for the Coast Guard's Deepwater project, the long term process of replacing its aging fleet of boats, planes, helicopters, and cutters with state-of-the-art equipment.

For the last three fiscal years, the country has been reaping the benefit of record-level funding for surface transportation, which has been adjusted upward as Highway Trust Fund receipts exceeded expectations. For fiscal year 2003, declining receipts will bring the first downward adjustment, reducing the federal-aid highway program obligation limitation by \$4.4 billion to \$23.2 billion and the total Federal Highway Administration budget to \$24.1 billion. Even with this reduction, the guaranteed funding mechanism provided in law will have resulted in more than \$4.7 billion in additional funding to the states since enactment of the Transportation Equity Act for the 21st Century to help them meet critical transportation

needs.

The 2003 budget proposes \$7.7 billion overall for transportation safety funding, and Deputy Secretary Jackson emphasized that the Department's number one priority continues to be safety. Included is \$4.6 billion in the Federal Aviation Administration's (FAA) budget for aviation safety, \$107 million of which is for development and use of new technology to help prevent runway incursion-related accidents, and another \$122 million to improve pilot and controller training and make runway surface markings more visible.

The \$430 million budget request for the National Highway Traffic Safety Administration (NHTSA) includes \$205 million for operations and research. This amount includes funding to support implementation of the Transportation Recall Enhancement, Accountability and Documentation (TREAD) Act, which will enable NHTSA to aggressively pursue new rulemakings for dynamic rollover tests, improve child safety restraints and resume statutory responsibilities under the Corporate Average Fuel Economy (CAFE) program.

Continuing the Department's emphasis on safety, the budget provides \$371 million for the Federal Motor Carrier Safety Administration, an increase of 8 percent, to help reduce the number of traffic accidents involving trucks and buses. Of that amount, \$116 million anticipates implementation of the North American Free Trade Agreement trucking provisions and will go to improve safety enforcement operations and construct inspection facilities along the southern border. The \$116 million includes \$61 million for the border enforcement program, \$47 million for border infrastructure improvements, and \$8 million to improve state safety enforcement operations.

Other 2003 transportation budget highlights include:

- \$700 million in the \$14 billion total FAA budget for air traffic control system modernization and \$3.4 billion for airport improvement activities;
- \$716 million for the Federal Railroad Administration, including \$521 million which serves as a placeholder for intercity passenger rail service and \$123 million for safety and operations;
- \$7.2 billion for the Federal Transit Administration, including \$145 million in support of the President's New Freedom Initiative to reduced barriers for persons with disabilities to enter the workforce;
- \$125 million for the Research and Special Programs Administration, including \$24 million to improve the safety of hazardous materials transportation, \$14 million to train hazardous materials responders and improve response plans, and \$64.5 million for enhanced federal pipeline safety efforts;
- \$212 million for the Maritime Administration, including \$98.7 for the maritime security program and \$11 million to remove four obsolete ships from the reserve fleet.

DOT's 2003 budget also includes requests for \$15 million for the St. Lawrence Seaway Development Corporation, \$36 million for the Bureau of Transportation Statistics; \$60 million for the Office of the Inspector General; and \$21 million for the Surface Transportation Board, an independent agency administratively funded within the Department. Additional DOT budget information is on the Internet at <http://www.dot.gov/bib/bibindex.html>.

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DOT 14-02
Tuesday, February 5, 2002
Contact: Kim Riddle
Tel.: (202) 366-5580

DOT Report Shows Fewer Flight Delays in 2001

The nation's largest airlines improved their on-time performance in 2001 compared to the previous year, according to the U.S. Department of Transportation's Air Travel Consumer Report.

The 12 airlines reporting flight data during 2001 recorded an on-time arrival percentage of 77.4, compared to 72.6 percent in 2000, according to the report released today. The reduced volume of air traffic following the Sept. 11 terrorist attacks may have contributed to the reduction in flight delays after that date.

In addition to the data from the department's Bureau of Transportation Statistics regarding airline on-time arrivals, the report includes information about mishandled baggage and consumer disability and service complaints for last year and the month of December 2001.

Flight Delays

According to the information filed with BTS, the 11 carriers reporting in December posted an 80.2 percent on-time record, not as good as November's rate of 84.7 percent but much better than December 2000's 62.8 percent mark. America West Airlines had the best on-time arrival rate in December at 86.6 percent, followed by Continental Airlines at 82.9 and American Airlines at 82.7. Alaska Airlines had the lowest percentage of on-time flights at 69.0, with Northwest Airlines ranked tenth at 77.2 and United Airlines ninth at 77.9. Aloha Airlines, which was reporting on-time data voluntarily, filed its last report for October 2001 flight data and did not file for November and December.

The report contains a list of regularly scheduled flights that were late at least 80 percent of the time. In December, the three most frequently delayed flights were American flight 1411 from New York JFK to Miami, late 100 percent of the time; Northwest flight 1788 from Detroit to Philadelphia, late 86.67 percent of the time; and Southwest flight 1146 from San Diego to Oakland, CA, late 82.76 percent of the time. Following these, three Northwest flights originating in Detroit were all late 80.0 percent of the time: flight 1941 to Orlando, FL; flight 996 to Miami; and flight 1189 to Kansas City, MO.

The report contains a note reminding consumers that flight delays can be caused by a variety of factors. The data on which this report is based do not identify the causes, only the occurrence, of flight delays.

These official on-time data are distinct from the data compiled by DOT's Federal Aviation Administration (FAA), which records delays while aircraft are under control of the air traffic control system (i.e., from actual gate pushback time to actual gate arrival time). FAA data cover some of the delays caused by weather and volume, for example, but do not cover delays at the gate such as those caused by aircraft mechanical problems, crew unavailability or many weather conditions affecting flights before they depart.

The FAA data are useful for managing the air traffic control system but are not designed to measure airline passenger delays.

Flight Cancellations

The consumer report also includes BTS data on the number of domestic flights canceled by the reporting carriers. In December, the carriers canceled 1.0 percent of their scheduled domestic flights, slightly fewer than the 1.1 percent cancellation rate of November but much better than the rate of 5.9 percent for December 2000. American Eagle Airlines had the highest percentage of canceled flights in December at 2.7, followed by US Airways at 2.2 and Alaska at 1.5. Continental had the lowest percentage of cancellations at 0.2 percent, followed by American at 0.3 and Trans World Airlines at 0.4.

Mishandled Baggage

The 11 largest U.S. carriers posted a mishandled baggage rate of 5.29 reports per 1,000 passengers in December, not as good as November's rate of 3.82 but much better than December 2000's 8.07. For calendar year 2001, the carriers recorded a mishandled baggage rate of 4.55 reports per 1,000 passengers, an improvement over 2000's rate of 5.29.

Complaints About Airlines Service

The department received 558 complaints about airline service in December, an 8.1 percent increase over the 516 complaints filed in November but 56.6 percent fewer than the 1,287 filed in December 2000. For the year 2001, the department received a total of 16,508 complaints, a 29.4 percent decrease from the 23,381 filed in 2000. Mail delivery problems to U.S. government offices in the Washington area from October to the end of the year may have affected the complaint totals, with almost all complaints registered after Oct. 15 being received by e-mail or telephone.

In addition, this report also contains a tabulation of complaints filed with DOT in December and last year against specific airlines regarding the treatment of passengers with disabilities. The department received a total of 20 disability-related complaints in December, an increase of 81.8 percent over the 11 complaints received in November but 45.9 percent fewer than the 37 complaints filed in December 2000. For the year 2001, the department received 504 disability-related complaints, a decrease of 25.4 percent from the 676 reported in 2000. These totals may have been affected by mail delivery problems as well.

Consumers may file their complaints in writing with the Aviation Consumer Protection Division, U.S. Department of Transportation, C-75, 400 7th St., S.W., Room 4107, Washington, D.C. 20590, by e-mail at airconsumer@ost.dot.gov, by voice mail at (202) 366-2220 or by TTY at (202) 366-0511.

The department reminded consumers who want on-time performance data for specific flights to call their airline ticket offices or their travel agents. This information is available on the computerized reservation systems used by these agents. Detailed flight delay information is also available on the BTS site on the World Wide Web at <http://www.bts.gov>.

The Air Travel Consumer Report can be found on DOT's World Wide Web site at <http://www.dot.gov/airconsumer>. It is available in "pdf" and Microsoft Word format.

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FAA News



Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 07-02

Date: February 22, 2002

Contact: William Shumann or Fraser Jones

Phone: (202) 267-3883

FAA Proposes Flight Path Changes in Baltimore-Washington Area

WASHINGTON – The Department of Transportation’s Federal Aviation Administration (FAA) has issued a Draft Environmental Impact Statement (DEIS) on proposed changes to aircraft flight paths in the Baltimore-Washington area. The agency is asking for public comment on the DEIS. It includes three options to change flight paths in the area, which will enhance safety and increase efficiency in flying while having a minimal impact on aircraft noise.

“These proposed changes in this area are part of the FAA’s national effort to increase safety and efficiency through redesign of our airspace,” FAA Administrator Jane F. Garvey said. “In all instances, we encourage and value comments from the public.”

Noise abatement procedures at area airports will not change under any of the three options. The options deal with aircraft routes generally more than five miles from the airport. The DEIS assesses the impact of each option by comparing it with the current situation. Noise was the main criterion used in the FAA’s environmental assessment, although 18 other criteria were considered.

Air traffic routes and procedures in the Baltimore-Washington area have not changed significantly since 1987 even though the numbers of flights, the type and performance of aircraft and the markets they serve have. The forthcoming opening of a new terminal air traffic control facility to serve the entire area offers the opportunity to redesign the airspace.

The new Potomac Consolidated Terminal Radar Approach Control (TRACON) Center at Vint Hill near Warrenton, VA, will house terminal controllers from five airports – Andrews Air Force Base, Baltimore-Washington International, Reagan Washington National, Richmond International and Washington Dulles International – in a single facility.

Control towers at the five airports and the controllers who staff them will continue as before. Controllers will begin directing traffic from the new TRACON late this year, and the facility will be in full operation next spring.

There will be a 90-day period ending in late May for the public and government agencies to comment on the DEIS. The FAA will hold a series of public hearings in April; the specific dates and times will be advertised in local newspapers. After evaluating comments, the FAA will publish a Final EIS and then choose an alternative. The agency plans to issue a Record of Decision in the fall of this year.

More information on the Potomac Consolidated Tracon is available by calling (800) 762-9531 or visiting its website at www.faa.gov/ats/potomac.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 09-02

Friday, February 22, 2002

Contact: Tammy L. Jones

Phone: 202-267-3462

FAA Takes Major Step in Next Generation Air/Ground Communications Program

WASHINGTON - The U.S. Department of Transportation's Federal Aviation Administration (FAA) has established government/industry agreements with three companies for the development of technology that integrates digital voice and data into air/ground communications.

Under the agreements, Rockwell Collins Commercial Systems, Melbourne, FL; Honeywell Aerospace Electronic Systems, Redmond, WA; and Avidyne Corp., Lincoln, MA, will develop VHF Digital Link Mode-3 (VDL-3) avionics. The FAA will partially fund industry development of the airborne components of the Next Generation Air/Ground Communications (NEXCOM) program, which will enhance safety by replacing the ground radio system currently used for air traffic control communications with state-of-the-art digital technology.

Rockwell Collins and Honeywell will incorporate VDL-3 technology to extend existing VHF digital radio multimode capabilities for commercial air carriers. Avidyne Corp. will develop VDL-3 avionics for general aviation. Within the next few months, the FAA will establish an agreement for the development of VDL-3 avionics for business jets.

The agreements will ensure availability of VDL-3 avionics to support the NEXCOM System Demonstration Program, which is scheduled for completion by the end of 2004. This program consists of a series of three demonstrations designed to illustrate the increasing maturity of VDL-3 technology. The agreements also will ensure that VDL-3 avionics equipment will be available to the aviation community when the NEXCOM system is implemented in the latter part of 2009.

The NEXCOM system will enhance the FAA's ability to meet expanding air traffic control communication demands.

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



News
U.S. Department of Transportation

Friday, March 1, 2002
Tel.: (202) 366-4570

Contact: Lenny Alcivar

Media Advisory

**Transportation Secretary Mineta, Under Secretary Magaw
Hold News Conference**

On Monday, March 4, U.S. Secretary of Transportation Norman Y. Mineta and Under Secretary of Transportation for Security John Magaw will hold a news conference regarding a Transportation Security Administration announcement. The news conference will be held at 11:00 a.m. in the Marx Media Room, Room 2201, at the DOT headquarters.

WHO: U.S. Secretary of Transportation Norman Y. Mineta
Under Secretary of Transportation for Security John Magaw

WHAT: Press Conference

WHEN: 11:00 a.m., Monday, March 4

WHERE: Marx Media Room, Room 2201
DOT Headquarters, 400 7th Street, SW

Cameras are permitted. Reporters must be cleared through the Southwest Visitor Entrance. Credentialed media only.

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Briefing Room



News
U.S. Department of Transportation

DOT 18-02
Contact: Bill Mosley
Tel.: (202) 366-5571
Friday, March 1, 2002

DOT Receives "Clean" Rating For Fiscal 2001 Financial Statements

U.S. Transportation Secretary Norman Y. Mineta today announced that the U.S. Department of Transportation (DOT) received an unqualified, or "clean," audit opinion on its fiscal year (FY) 2001 Consolidated Financial Statements, which show how the department is spending its funds.

In addition to the department-wide audit, individual audits were conducted on the Aviation Trust Fund and the Highway Trust Fund. Both trust funds also received unqualified opinions. These audits were conducted by DOT's Office of Inspector General (OIG), as required by the Chief Financial Officers Act of 1990 as amended by the Government Management Reform Act of 1994. The audits were transmitted to the Office of Management and Budget on Feb. 27 and were publicly released today.

In FY 2001, during which the department's budget totaled \$64.6 billion, DOT made significant progress to overcome major obstacles in its financial information and reporting systems to earn its "clean" audit opinion. Improvements in the property accounting system of DOT's Federal Aviation Administration was the major step in achieving the improved rating.

"I commend DOT Chief Financial Officer Donna McLean and the many employees of the department for their hard work to improve our financial systems in order to produce reliable data and reports," Secretary Mineta said. "By receiving an unqualified opinion on our Consolidated Financial Statements, the public is assured that DOT's resources are appropriately accounted for and our financial condition is accurately reported."

"Receiving a clean opinion on its financial statements is a significant accomplishment for the department and reflects Secretary Mineta's emphasis on stewardship over federal funds," Inspector General Kenneth M. Mead said. "This audit reflects concerted efforts by the department to address problems we found in the FY 2000 statements, particularly controls over FAA's property and equipment, which resulted in a 'qualified' opinion."

This was the second time in the past three years that the OIG issued a clean opinion on the department's financial statements.

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Briefing Room



News
U.S. Department of Transportation

Friday, March 1, 2002
Tel.: (202) 366-4570

Contact: Lenny Alcivar

Media Advisory

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Under Secretary of Transportation for Security John Magaw

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WHERE: Marx Media Room, Room 2201
DOT Headquarters, 400 7th Street, SW

Cameras are permitted. Reporters must be cleared through the Southwest Visitor Entrance. Credentialed media only.

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Briefing Room



News
U.S. Department of Transportation

REMARKS FOR
THE HONORABLE NORMAN Y. MINETA
SECRETARY OF TRANSPORTATION
TRANSPORTATION SECURITY ADMINISTRATION SCREENER HIRING CONTRACT
WASHINGTON, D.C.
3/4/02

Good morning, and thank you for joining me here today on my first day back.

As you know, the Congress challenged the Department of Transportation with a series of milestones towards the achievement of President Bush's goal of securing America's transportation systems from future terrorist attacks.

To date, we have met each and every congressional deadline presented to us, and we will continue to do so going forward.

Today, I am joined by Under Secretary of Transportation for Security John Magaw to announce the next phase in the development of the Transportation Security Administration and oversight of the largest, most thorough overhaul of our nation's aviation security system in U.S. history.

Today marks the beginning of the TSA's nationwide recruitment of more than 30,000 federal security personnel with the awarding of a contract to NCS Pearson Inc.

- Under the terms of the \$103.4 million, competitively procured contract, NCS Pearson will:
- Identify the most highly qualified security screener candidates;
- Establish multiple facilities for candidate testing, including physical standards, aptitude and English proficiency testing;
- Manage candidate applications, selection and processing; and
- Provide a full range of day-to-day Human Resources support.

As the TSA continues the process of establishing federal security operations at all of the nation's commercial airports, I want to underscore my commitment to hiring the best and the brightest for these critical security positions, and to the creation of a federal security work force that is highly trained, better paid, and provides the highest possible levels of security and customer service to the traveling public.

I want to thank and congratulate John, and the entire TSA team, for their continued efforts and hard work in fulfilling each and every aspect of the Aviation and Transportation Security Act, and for helping ensure travelers are consistently provided the world-class security and customer



DOT 19-02
Monday, March 4, 2002
Contact: Lenny Alcivar
Telephone: 202-366-4570 (Media Inquiries Only)

Transportation Secretary Mineta Announces Recruitment Targeting 30,000 Federal Security Workers

-- NCS Pearson Inc., to Assist TSA in Latest Phase of Airport Security Federalization --

WASHINGTON, DC – U.S. Secretary of Transportation Norman Y. Mineta today announced the Transportation Security Administration (TSA) has begun the process of actively recruiting more than 30,000 federal security personnel to perform airport screening duties and other functions at each of the nation's commercial airports.

Joined by Under Secretary of Transportation for Security John Magaw, Secretary Mineta announced that NCS Pearson Inc. will assist in the recruitment and hiring process by providing an automated, Web-based system for the recruitment and placement of personnel. Under the terms of the \$103.4 million competitively procured contract, the company will also provide on-going human resources services for these personnel deployed throughout the country.

“Today marks another major step in the recruitment and deployment of a modern, well-trained and highly qualified federal security workforce to provide world class security and customer service at airports around the country,” said Secretary Mineta. “I am personally committed to ensuring that security professionals protecting our nation's travelers be highly trained, better paid and provide top-quality service.”

Under the terms of the contract, NCS Pearson will:

- Post and capture security screener job applications using an automated process that is managed nationally and recruits locally to find the most qualified candidates under the stringent standards required by the TSA;
- Establish and manage multiple Assessment Center facilities for TSA physical standards, aptitude and English proficiency testing of candidates;
- Manage candidate selection: interviews, and new employee processing; and
- Provide day-to-day servicing in all areas of Human Resource support.

Those selected for these new TSA security positions must meet stringent requirements established by law. “Our goal is to hire the best and the brightest in these critical security positions to provide the highest level of security and service to the traveling public,” said Under Secretary John Magaw.

The Transportation Security Administration, which has responsibility for civil aviation security, is in the process of establishing federal security operations in the nation's commercial airports. TSA will deploy federal personnel, including passenger and baggage screeners, law enforcement officers and others to all airports by Nov. 19, 2002.

NCS Pearson is a global provider of applications, services and technologies for education, testing, assessment, government and complex data management. The company is based in Eden Prairie, MN, and has more than 5,500 employees worldwide. NCS Pearson's Government Solutions business is based in Arlington, VA. NCS Pearson operates as a business of Pearson Education, the world's largest integrated education company, which in turn is part of Pearson plc, the international media and education company. For more information, visit <http://www.ncs.com>.

See: Transportation Security Administration (TSA) Screener Employment Eligibility Requirements

More more information call 202-493-2136.

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Briefing Room



DOT 22-02
Thursday, March 7, 2002
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT Announces Action Plan for Transportation Infrastructure Relying on GPS

U.S. Transportation Secretary Norman Y. Mineta today announced that the U.S. Department of Transportation (DOT) will implement an action plan to maintain the adequacy of backup systems for each area of operation in which the Global Positioning System (GPS) is being used for critical transportation applications.

Today's announcement follows the department's review of a study assessing the vulnerability of the national transportation infrastructure that relies on GPS. The study, prepared by DOT's Volpe National Transportation Systems Center and released in September 2001, noted 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 contained a number of recommendations to address the possibility of disruption and ensure the safety of the national transportation infrastructure.

DOT's operating administrations have completed their assessments and concur with all of the report recommendations. The Secretary has formally endorsed the report, noting that safety-critical transportation applications that use GPS currently have adequate backups in case of GPS disruptions. Secretary Mineta added that future actions will be necessary to build redundancy into critical transportation systems under development and ensure essential radionavigation services continue.

"Immediately following the report's release, I directed DOT's operating administrations to assess the adequacy of backup systems for each area of operation in which GPS is being used for vital transportation functions," Secretary Mineta said. "The action plan we are announcing today will ensure that the vulnerabilities identified in the report do not affect the safety and security of our transportation system as we work to ensure that GPS fulfills its potential as a key element of the nation's transportation infrastructure."

Based on the report recommendations, the department will implement an action plan to include the following initiatives for maintaining the viability of the transportation infrastructure:

- Ensure that adequate backup systems are maintained.
- Maintain the partnership with the Department of Defense to continue modernizing GPS with the implementation of new civil signals.
- Facilitate transfer of appropriate anti-jam technology from the military for civil use.
- Conduct industry outreach to develop receiver performance standards.
- Emphasize and promote education programs with state and local departments of transportation

that advise users about GPS vulnerabilities.

- Complete an assessment of radionavigation capabilities across all the modes of transportation to identify the most appropriate mix of systems, from both a capabilities and cost perspective, for the next 10 years and beyond. This will include completing the evaluation of the long-term need for the continuation of the Loran-C.

The DOT Positioning/Navigation Executive Committee will oversee the implementation of the report recommendations and the associated work plan over the next year. Implementation of the report recommendations will be integrated into future editions of the Federal Radionavigation Plan.

The Volpe report, *Vulnerability Assessment of the Transportation Infrastructure Relying on the Global Positioning System*, is available through the Coast Guard Navigation Center website at <http://www.navcen.uscg.gov>. Comments may be submitted via e-mail to: GPSInfo@ost.dot.gov.

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Briefing Room



DOT 24-02
Wednesday, March 13, 2002
Contact: Jonathan Thompson
Telephone: 202-366-4570

Transportation Secretary Mineta Swears in First Federal Security Directors

Washington, D.C. -- U.S. Secretary of Transportation Norman Y. Mineta today held a swearing in ceremony for the first seven senior law enforcement professionals chosen to serve as Transportation Security Administration (TSA) Federal Security Directors overseeing and enforcing security at each of our nation's airports.

Under Secretary of Transportation for Security John Magaw joined the secretary at the ceremony held at Ronald Reagan Washington National Airport in Washington, D.C. Secretary Mineta said these new FSDs would fill a crucial gap in aviation security by providing for the first time, a clear line of authority for security at our nation's airports. He said the backgrounds of these new FSDs represent the best of America's security and law enforcement personnel.

"Our search for applicants for the new position of Federal Security Directors began with a simple premise: find the highest caliber of candidate, with the highest possible level of experience, integrity, honesty and reliability," said Secretary Mineta. "The men and women you see here today -- Marine Corps generals, Navy admirals, Secret Service agents, and police commissioners -- exemplify each and every one of these characteristics. They represent the best and the brightest in security and law enforcement across America, and I thank them for their continued service on behalf of our country. We have promised world-class security and world-class customer service -- these men and women personify that promise."

Under Secretary Magaw said he is pleased to take this first step in building the nation's first security force from scratch. "The opportunity to build this team from the ground up, allows us to recruit quality individuals to fill these vital roles in aviation security," he said. "I am confident that these men and women will meet and exceed the high standards of the TSA and of the American people."

The newly appointed FSDs and the airports at which they will serve are:

- Mike Aguilar, San Diego International Airport, at Lindbergh Field -- During his 30 years of military service, the retired U.S. Marine Corps Brigadier General flew helicopters from bases in California, Hawaii and Japan and served as the deputy commander, U.S. Marine Forces South in Miami and commanding general of Fleet Marine Forces South.

- Arnold Cole, Baltimore-Washington International Airport -- Cole's experience in law enforcement spans nearly three decades. His career began in 1975 as a special agent with the Bureau of Alcohol, Tobacco and Firearms. He subsequently served as a special agent with the United States Secret Service. He culminated his career as the Special Agent in Charge of the San Francisco Field Office.
- Marcia Florian, Phoenix Sky Harbor International Airport -- A veteran of airport security, she served 27-years on the Phoenix Police Department and developed and led the Police Airport Bureau at Phoenix Sky Harbor International Airport.
- Gail Linkins, Mobile Regional Airport -- As a U.S. Secret Service Agent for more than 20 years, her assignments include duty as a criminal investigator, duty on the detail of the Vice President of the United States.
- William Pickle, Denver International Airport -- His experience in law enforcement includes 25 years as an agent of the United States Secret Service where he served as the Deputy Assistant Director for Human Resources and as the Special Agent in Charge of the Vice Presidential Protective Division.
- Isaac Richardson, O'Hare International Airport -- A retired Navy Rear Admiral, he served as a fighter pilot, flying F-14A Tomcats from numerous aircraft carriers, and served as commanding officer of the nuclear-powered aircraft carrier USS Nimitz.
- Willie Williams, Hartsfield Atlanta International Airport -- An experienced law enforcement officer, Williams served as the Los Angeles Police Department's Chief of Police from 1992 to 1997, and as the Philadelphia Police Department Police Commissioner from 1988 to 1992. Prior to that he served as a Philadelphia police officer from 1964 to 1988.
- Anthony Zotto, Ronald Reagan-Washington National Airport -- He is a long-time agent of the United States Secret Service and is currently serving on the Vice President's security detail.

FSDs are a new category of federal law enforcement officers, under the direction of the Under Secretary Magaw, to oversee federal security operations at the nation's airports. FSDs will be responsible for a full range of airport security, enforcement and oversight, including:

- The efficient implementation, performance and enhancement of security and screening standards for airport employees;
- Airport security risk assessments;
- Supervision of federal law enforcement activity within the purview of the TSA;
- Organizing and implementing the Federal Security Crisis Management Response Plan for each airport.

The TSA is currently working with Korn-Ferry International to fill positions at the nation's 81 top

airports. A similar process will be used to continue recruitment for FSD positions in the balance of the nation's 429 airports. So far, over 9,500 applications have been submitted for these positions.

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Briefing Room



DOT 25-02
Wednesday, March 13, 2002
Contact: Lenny Alcivar
Telephone: 202-366-4570

Transportation Secretary Mineta Announces Reagan National To Return To Full Capacity

Washington, D.C. -- U.S. Transportation Secretary Norman Y. Mineta today announced that flight operations at Washington's Ronald Reagan National Airport (DCA) would be authorized to return to their pre-Sept. 11 capacity by April 15, completing full restoration of the nation's commercial aviation system.

"The return of Reagan National Airport to pre-Sept. 11 totals is a major milestone in our nation's recovery from the tragedy we experienced just six short months ago," said Secretary Mineta. "The recovery of this airport attests to our nation's resolve."

Since the airport was reopened on Oct. 4, National Airport has been returning in phases to full capacity, giving the federal government and local authorities a chance to implement enhanced security measures at all airports serving DCA.

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. Phase III, carried out in three stages, began Jan. 2 with incremental increases on Feb. 1 and March 1. Service to a total of 43 additional cities was restored during Phase III, during which approximately 620 daily flights are operated at DCA, 77 percent of its pre-Sept. 11 total.

With a return to full service, traffic will be able to grow to its pre-September 11 total of approximately 800 daily flights.

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Briefing Room



DOT 26-02
Thursday, March 14, 2002
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT, Northwest Reach Settlement Over Treatment of Passengers With Disabilities

U.S. Transportation Secretary Norman Y. Mineta today announced that the U.S. Department of Transportation (DOT) has approved a settlement with Northwest Airlines regarding the carrier's treatment of air travelers with disabilities.

Under the settlement, Northwest agreed to cease and desist from future violations of DOT's rules prohibiting discrimination against passengers with disabilities. The carrier also agreed to pay a civil penalty of \$700,000, part of which may be offset by measures to improve the carrier's services to the disabled.

"I believe today as I believed over a decade ago, as a co-author of the Americans with Disabilities Act, that accessibility in transportation is a civil right," Secretary Mineta said. "Our action in this case will provide a strong incentive for all carriers to comply with our rules, while also providing direct assistance to passengers with disabilities."

DOT's Office of Aviation Enforcement launched an investigation of Northwest after two air travelers with disabilities filed a formal complaint with the department in February 2000. The travelers alleged that the carrier violated the Air Carrier Access Act (ACAA) and the department's rules when it failed to provide them wheelchairs as required by law, even though they had requested wheelchairs over a month in advance. The Enforcement Office also had received a number of informal complaints regarding Northwest's treatment of passengers with disabilities.

In its investigation, the Enforcement Office found a significant number of apparent violations by Northwest, including instances of lengthy delays in obtaining wheelchairs, passengers being stranded aboard aircraft for extended periods of time, and passengers being left at the wrong gate, sometimes resulting in the passenger missing his or her flight. In examining complaints filed with the carrier regarding the treatment of passengers with disabilities, the Enforcement Office also found that Northwest failed to comply in many cases with the requirement for providing a proper written response to the complainant.

On Sept. 7, 2001, the Enforcement Office filed a complaint charging Northwest with violating the ACAA and DOT regulations prohibiting discrimination against passengers with disabilities in air transportation. The complaint sought \$3 million in civil penalties.

According to the settlement, approved on Feb. 11, 2002, by DOT Chief Administrative Law Judge

Ronnie A. Yoder and which became final yesterday, Northwest may offset part of the civil penalty by:

- Establishing a program to recruit volunteers among its passengers with disabilities to provide Northwest with reports regarding the carrier's compliance with DOT's rules prohibiting discrimination based on disability. The reports will include compliance with meet-and-assist services, check-in procedures, boarding and deplaning, on-board services, wheelchair assistance, on-board stowage of wheelchairs and the carrier's handling of complaints. Northwest anticipates that it will spend \$50,000 toward implementation of this program.
- Increasing its staffing for wheelchair service at its hub airports during this calendar year by \$250,000 over what it otherwise would have spent.
- Ordering assist bars that will be installed in all of the lavatories on its new A-330 aircraft, at a cost of \$250,000. These assist bars will be in addition to those for wheelchair-accessible lavatories currently required by the department's rules, which require one accessible lavatory in each aircraft with more than one aisle.

The carrier may reduce the amount of its penalty by an additional \$75,000 if the number of disability-related complaints filed with the department regarding Northwest drop by 15 percent this year compared to 2001.

Details on the settlement, the text of the enforcement complaint and the formal complaint filed by the two passengers are available via the Internet at <http://dms.dot.gov>, docket numbers OST-01-10598 and OST-00-6951.

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Briefing Room



DOT 28-02
Monday, March 18, 2002
Contact: Marcia Adams
Tel.: (202) 267-3462

Transportation Secretary Mineta Announces \$175 Million in Supplemental Funds for Airport Security

U.S. Secretary of Transportation Norman Y. Mineta today announced \$175 million in supplemental funds to 317 eligible airports for heightened airport security since the tragedies of September 11, 2001.

The funds, provided to airports out of the Department of Defense's 2002 appropriations act, will help defray costs associated with additional law enforcement personnel, airport surveillance and the revalidation of all airport-issued and approved identification.

"As we continue to improve our nation's aviation security system, these funds will help our nation's airports offset unanticipated security costs that they have absorbed since September 11," said Secretary Mineta.

Congress directed the department to distribute the funds in a manner that would assist the airports facing the greatest financial challenges in complying with the new security directives. In reviewing the 317 applications, the Federal Aviation Administration (FAA) found that the smaller airports suffered the greatest impacts, while the medium and large airports had a greater capacity to absorb the additional security costs. The \$175 million will be dispensed as follows:

- 184 non-hub airports – scheduled airline service with fewer than 355,000 annual passenger enplanements – will be funded 100 percent for eligible project costs for a total of \$35.6 million;
- 67 small-hub airports – scheduled airline service with between 355,000 and 1,772,000 annual passenger enplanements – will be funded 50 percent for eligible project costs for a total of \$28.3 million; and
- 66 medium/large-hub airports – scheduled airline service with more than 1.7 million annual passenger enplanements – will be funded based on the number of enplanements for each airport under this category, for a total of \$111.1 million or 63 percent of the supplemental

funds.

A list of airports eligible for the supplemental funds will be posted at www.faa.gov/arp/510home.htm under "Distribution of \$175 Million for Security."

Each eligible airport will receive an abbreviated grant document to complete and return to the FAA. The funds will be dispensed immediately thereafter.

The eligible airports that applied for the additional funds are those with regularly scheduled passenger service and that have an airport security program under Federal Aviation Regulation Part 107.

This supplement is not part of the Airport Improvement Program, nor is there any repayment or local-matching share requirement for participating airports.

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Briefing Room



News
U.S. Department of Transportation

DOT 31-02

Tuesday, March 26, 2002

Contact: Bill Mosley

Tel.: (202) 366-5571

New Radionavigation Plan Focuses on GPS As Primary Means of Navigation

U.S. Secretary of Transportation Norman Y. Mineta and U.S. Secretary of Defense Donald H. Rumsfeld today announced the release of the 2001 Federal Radionavigation Plan (FRP), which continues to strengthen the US commitment to the Global Positioning System (GPS) and its modernization as a primary means of navigation in support of the U.S. transportation infrastructure.

"GPS offers us the capability to improve our quality of life through application across almost every mode of transportation," said Secretary Mineta. "However, the transition to GPS from current systems and the determination of what part of the current radionavigation infrastructure to retain is a complex matter involving government, industry and users. We are seeking a sensible transition to satellite-based navigation services as our primary means of navigation, while recognizing the need to maintain backup navigation aids where required."

The 2001 FRP includes revised schedules for phasing down most land-based radionavigation systems to allow more time to transition to GPS. The U.S. Department of Transportation (DOT) will continue the policy stated in the 1999 FRP to operate Loran-C in the short term while the administration continues to evaluate the long-term need for the system. DOT soon will be completing studies on Loran-C that will help make a decision on the system in 2002.

Beginning with this edition, federal radionavigation information previously contained in a single document will be published in two separate documents, the Federal Radionavigation Plan and a companion document entitled Federal Radionavigation Systems (FRS). The FRP includes the introduction, policies, operating plans, system selection considerations, and research and development sections, and will allow more efficient and responsive updates of policy and planning information. Sections relating to government roles and responsibilities, user requirements, and systems descriptions have been moved to the companion FRS and will be updated as necessary.

The FRP, a joint product of the Departments of Transportation and Defense, is mandated by the National Defense Authorization Act for fiscal year 1998, which also requires that the plan be revised and updated at least every two years. —Secretary Mineta commended DoD's continuing cooperation in producing this policy and planning document.

Free copies of the 2001 FRP/FRS are available on CD ROM from the Volpe National Transportation Systems Center, Kendall Square, Cambridge, MA 02142. The telephone number there is (617) 494-2908. The 2001 FRP is also on the Internet World Wide Web at <http://www.navcen.uscg.gov/pubs/frp2001>.

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DOT 35-02
Thursday, April 4, 2002
Contact: Bill Mosley
Tel: (202) 366-5571

DOT Approves Antitrust Immunity for United and bmi, Subject to U.S.-U.K. Open Skies

The U.S. Department of Transportation (DOT) today granted antitrust immunity to an alliance between United Air Lines and British Midland Airways (bmi), subject to the United States and the United Kingdom concluding an Open-Skies aviation agreement within the next six months that meets U.S. aviation policy objectives.

In today's order, DOT also granted the request of American Airlines and British Airways to dismiss their application for antitrust immunity.

"Making the benefits of Open Skies available to U.S. and U.K. consumers is a DOT priority," U.S. Transportation Secretary Norman Y. Mineta said. "If we can replace the restrictive U.S.-U.K. aviation agreement with Open Skies, this alliance will provide air travelers new, competitive options for service to the United Kingdom and beyond."

On Jan. 25, DOT tentatively approved antitrust immunity between American and British Airways, and between United and bmi, conditioned on completing a U.S.-U.K. Open-Skies agreement. In addition, the department tentatively conditioned approval of antitrust immunity on, among other things, the divestiture by American and British Airways of a number of take-off and landing slots to permit flights by new competitors between U.S. cities and London's Heathrow airport. On Feb. 13, American and British Airways, citing concerns over these conditions, filed a motion to dismiss their application.

In its decision today, the department concluded that the United/bmi alliance, if combined with an Open-Skies agreement, was consistent with its policy of promoting pro-competitive and pro-consumer international aviation alliances, and that it would increase travel options and competition in U.S.-transatlantic markets.

The alliance also would include Austrian Airlines, the Austrian carrier Lauda Air, Lufthansa German Airlines, and Scandanavian Airline Systems. The carriers would have 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 would continue to be independent companies and retain their separate corporate and national identities.

Beginning with the immunized alliance between Northwest Airlines and KLM Royal Dutch Airlines, which was approved in 1993, 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, 10 immunized alliances are in effect. The United States has Open-Skies agreements with 56 countries, including all of the home countries whose carriers are part of the United-bmi alliance except for the United Kingdom.

The department's final decision may be obtained via the Internet at <http://dms.dot.gov>, docket OST-01-11029.

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Briefing Room



News
U.S. Department of Transportation

DOT 36-02
Thursday, April 4, 2002
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT To Host African Ministers At Conference on Air Transportation

U.S. Secretary of Transportation Norman Y. Mineta today announced that the U.S. Department of Transportation (DOT) will host the transport ministers of 10 African countries at an April 8-11 meeting in Atlanta that will focus on using air transportation to promote international trade.

The PanAfrican-Caribbean Conference on Air Transportation will be hosted by the City of Atlanta-Hartsfield International Airport in cooperation with ~~the~~ DOT. Departmental officials will have the opportunity to work with representatives of sub-Saharan nations to build on the achievements of the Safe Skies for Africa initiative, as well as discuss the changes and challenges posed by the events of September 11. Ministers from Angola, Cameroon, Cape Verde, Kenya, Namibia, Nigeria, Mali, Senegal, Tanzania and Uganda are expected to attend.

"The United States is Africa's largest single market, with U.S.-Africa trade approaching \$30 billion last year," Secretary Mineta said. "Transportation is a critical element in the infrastructure that supports this commerce. Safe, secure and dependable transportation is essential to the development of trade between the United States and Africa, and Africa and the rest of the world."

Representing Secretary Mineta at the conference will be Read C. Van de Water, DOT Assistant Secretary for Aviation and International Affairs. Also attending will be officials from DOT's Federal Aviation Administration, Transportation Security Administration and the Office of the Secretary of Transportation.

The Safe Skies for Africa Initiative was launched in 1998 to help African nations meet international air safety standards, improve airport security and improve regional air navigation services. Secretary Mineta pointed to the U.S. government's successful work with Nigeria as an example of the benefits of the Safe Skies program. The FAA provided technical assistance to Nigeria in improving its aviation security, leading to the lifting in 1999 of a six-year ban on air services between Nigeria and the United States. Direct flights between the two countries resumed in February 2001.

Secretary Mineta said that, in addition to Safe Skies, the United States is also seeking to liberalize bilateral aviation agreements with African countries. Of the 56 U.S. Open-Skies bilateral agreements worldwide, 10 are with African countries – Tanzania, Namibia, Burkina Faso, Ghana, the Gambia, Nigeria, Morocco, Rwanda, Benin and Senegal. 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.

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DOT 42-02
Friday, April 19, 2002
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT Sets New Date for Comments on Market-based Solutions to Relieve Airport Congestion and Delay

The U.S. Department of Transportation today established a new closing date for public comments on the Aug. 21, 2001 *Federal Register* notice regarding the possible use of market-based solutions to relieve airport congestion and delay.

The new comment period closes July 22, 90 days after publication of the notice in Monday's *Federal Register*. The department is gathering information on the possible role, feasibility, and effectiveness of using market-based approaches to relieve airline flight delays and congestion at busy airports.

The term "market-based approaches" includes the development and imposition of airport fees that are designed specifically to encourage air carriers to use limited airport capacity in a more efficient manner, including the use of auctions, peak-period fees, or "flat" fees. The department recognized there is no "one-size-fits-all" solution to the airport congestion problem. For this reason it was interested in understanding how market-based approaches, as well as administrative actions, could work today to relieve congestion.

The terrorist attacks of Sept. 11 caused the department's Federal Aviation Administration (FAA) to temporarily cease all non-military flights in the United States and to require airports and airlines to adopt certain security measures prior to the resumption of commercial service. As a result of the drop-off in traffic, and the dramatic reduction in air carrier operations, there was a significant decrease in congestion at formerly busy airports. In light of these events, on Nov. 5, 2001, the department suspended for an indefinite period of time the closing date of the comment period on market-based actions to relieve airport congestion and delay.

However, new air traffic forecasts by the FAA point to a strong recovery in airline passenger traffic in 2003 and beyond. Accordingly, the department has decided to establish a new closing date for the proceeding. Comments to the docket can be accessed electronically at the following Internet address: <http://dms.dot.gov>, docket number OST-2001-9849.

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DOT 44-02
Wednesday, April 24, 2002
Contact: Lenny Alcivar
Tel.: (202) 366-4570

Secretary Mineta Announces Beginning of Security Screening Program; BWI First to Deploy Federal Screening Personnel

U.S. Transportation Secretary Norman Y. Mineta today announced further enhancements to the security and efficiency of the U.S. aviation system, including the beginning of a new training program for passenger screeners, the deployment of the nation's first fully federalized team of federal screening personnel at Baltimore-Washington International Airport (BWI), and the deployment of thousands of explosive detection systems to screen all passenger bags by the end of this year.

"In his State of the Union address, President Bush established three goals for America: winning the war against terrorism, both at home and abroad; protecting our homeland against future attacks; and reviving the American economy," Secretary Mineta said in remarks to the U.S. Chamber of Commerce Cargo Summit in Washington. "I am proud to say that the Department of Transportation and our new Transportation Security Administration play important roles in meeting all three of the President's goals."

Secretary Mineta announced that the DOT's Transportation Security Administration (TSA) has awarded a contract of \$105 million to Lockheed Martin Services to begin the training of the airport security screening force. Under the contract, each screener will receive a minimum of 40 hours of classroom training, five times the amount they received under the previous system. Screeners also will receive 60 hours of on-the-job training, and will have to pass a tough final examination as a requirement for graduation.

Secretary Mineta announced additional measures to enhance aviation safety, including the full federalization of the security screener workforce at BWI. Under the Aviation and Transportation Security Act, all airport security screeners must be federal employees by Nov. 19, and BWI will be the first U.S. airport at which this requirement is implemented. In addition, the Secretary said that the TSA will deploy up to 1,100 explosive detection systems and up to 4,700 explosive trace detection machines at the nation's 429 airports to screen all bags for explosives by Dec. 31, 2002, as mandated by Congress.

In addition, the Secretary announced that the remaining restrictions on commercial flights at Reagan National Airport would be lifted on April 27, which will restore pre-Sept. 11 hours of operation, allow larger aircraft to resume service, and permit planes to fly the "river approach" to reduce noise impacts on surrounding neighborhoods.

The Secretary's speech is available on the Internet at www.dot.gov/affairs/briefing.htm.

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DOT 137-03
Contact: Greg Martin
Phone: 202-267-3883
Tuesday, December 16, 2003

**President Signs FAA Reauthorization into Law
Vision 100 Ushers in New Century of Aviation Safety, Security and Efficiency**

On the eve of the Centennial of Flight, President George W. Bush signed into law the U.S. Department of Transportation's Federal Aviation Administration's four-year, 60 billion dollar reauthorization bill, Vision 100 - The Century of Aviation Act. Vision 100 strengthens America's aviation sector, provides needed authority to the FAA and enhances the safety of the traveling public.

U.S. Department of Transportation Secretary Norman Y. Mineta and Federal Aviation Administrator Marion C. Blakey today hailed the President's signing of the bill.

"One hundred years after the Wright Brothers unlocked the secrets of manned flight, the President, with a stroke of his pen, has unlocked the safety benefits and economic power of this landmark reauthorization legislation," said Secretary Mineta. "Vision 100 supports improved air safety and security for air travelers, while creating over 665,000 new jobs through airport improvement projects throughout the country."

The bill provides \$14 billion dollars for airport construction projects, \$140 million dollars to assist small communities in attracting and retaining air service, \$308 million dollars to ensure air service to isolated communities, and \$2 billion dollars to create more efficient security screening at airports.

"The President has given us the tools and authority to help travelers get to their destinations more on-time and to balance growth with sound environmental stewardship," said FAA Administrator Blakey.

Vision 100 provides a new source of funding for important environmental and clean air initiatives at airports. The bill also includes an important pilot project that will allow the FAA to work collaboratively with the airlines to reduce delays at the nation's most congested airports.

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