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**PRESIDENT CLINTON RECEIVES REPORT FROM THE WHITE HOUSE
COMMISSION ON AVIATION SAFETY AND SECURITY**

September 9, 1996

The President today in the Oval Office will receive the initial recommendations to improve aviation security from the Vice President and members of the White House Commission on Aviation Safety and Security.

On July 25, 1996, the President announced that he had asked the Vice President to chair a commission to examine aviation security and safety as well as the air traffic control system. The commission was to provide its initial report within 45 days. Today marks the 45th day. The commission will issue its final report to the President on February 1, 1997.

Copies of the report will be available following the ceremony.

The following is the program:

- The Vice President will make remarks.
- The President will make remarks.

Aviation Safety and Security Commissioners will also participate.

Vice President Gore announced the recommendations following the Commission's first public meeting last Thursday. At the meeting witnesses and victims of airline disasters suggested improvements in aviation safety and security. The following is a summary of the recommendations:

- Create consortia to guide at commercial airports the implementation of all Aviation Safety and Security Commission recommendations. The consortia will work to ensure that representatives from the airline industry, airport officials, and federal, state, and local law enforcement officials work together on aviation safety and security.
- Conduct vulnerability assessments at every commercial airport nationwide. The consortia will conduct and update these assessments, and based on the results, work with each airport to develop an action plan to improve and maintain security tailored to its needs.
- Submit to Congress a supplemental budget request to fund the recommendations accepted by President Clinton. The request should ask for legislation making it a federal offense to use false identification to either book a flight or gain access to a secure area in an airport.

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- Purchase, in significant numbers, computed tomography detection systems (CTX 5000s), dual-beam and dual-energy x-ray systems, high-speed gas chromatography machines, ion mobility spectrometry instruments, trace detectors, bulk detectors, upgraded x-ray equipment and other comparable innovative systems. This equipment will be deployed in the nation's airports with the advice of the consortium and consistent with new security plans.
- Establish a new, joint government-industry partnership whose mission will be to accelerate research and development to enhance the safety and security of air travel.
- Train 115 additional bomb-sniffing dogs and handler teams. Their allocation will be consistent with new airport security plans.
- Use automated passenger profiling system. The FBI, CIA, BATF should conduct research into known terrorists, hijackers, and bombers to develop profiles based on facts. Then, a system should be developed by which airlines can routinely cross check passenger lists against law enforcement information in a way that won't compromise intelligence sources or civil liberties.
- Develop uniform performance standards, subject to FAA approval, for the selection, training, and recertification of x-ray screeners at airports. Standards for screening security companies should also be developed.
- Subject airline and airport employees who have access to secured areas to criminal background checks and mandatory fingerprint checks by the FBI.
- Increase aggressive testing of existing security via "red team" or adversarial tests by the FAA. Only by frequent, sophisticated attempts on our part to find ways to dodge security measures can we find any existing defects and anticipate future problems.
- Expand of the role of the U.S. Customs Service, which has thousands of agents already in place at U.S. international airports. The President should activate the Customs Service to improve security on all overseas flights through screening of automated passenger and cargo manifests before takeoff, review of outbound international mail, and encourage foreign customs organizations to do the same.
- Arrange for the security clearance of key airline and airport personnel so they may be constructive partners in matters involving terrorist threats. Key airport personnel should also be cleared to know their own airport's vulnerabilities.
- Implement full baggage match as quickly as possible to ensure that the baggage of anyone who does not board the plane is removed.

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- Improve notification to families of victims. The President should ask the National Transportation Safety Board (NTSB) to take the lead to coordinate the provision of services to families of victims. The NTSB should work with the Departments of State, Transportation, Health and Human Services; the Federal Emergency Management Agency, and private organizations such as the Red Cross.
- Implement Section 203 of the 1990 Aviation Security Improvement Act which requires airlines to keep a comprehensive passenger manifest for international flights and expand to domestic flights.
- Increase in the number of FBI agents assigned to counter-terrorism investigations, intelligence, and forensic and crisis response.
- Provide anti-terrorism assistance in the form of airport security training to countries where there are high-threat airports served by airlines flying into the United States.
- Develop a comprehensive explosives training program for foreign, federal, state and local law enforcement, the FAA and airline industry personnel. Study and implement "taggants" technology and its usefulness for identifying explosives and possible sources of explosives used at crime scenes.
- Study the problem of surface-to-air missile attacks. The commission will make recommendations concerning the advisability and feasibility of equipping commercial passenger planes with anti-missile technology.
- Create a central clearinghouse and research capability within ATF to provide information on explosives crimes and perform research and development on explosives detection and identification technologies.

Air Safety Panel

- The recommendations currently contained in the Aviation Safety Commission are in draft format. Recommendations reflect testimony that the Commission has been hearing.
- The Vice President's Commission has a decision-making meeting scheduled for February 12, 1997.
- The Commission felt that because of the prevalence of missile theories regarding TWA 800, they had to address the issue of missiles and civilian aircraft.
- Several civilian aircraft have been shot down by surface to air missiles over the years, but they have all been in combat situations. The panel has suggested that DoD do a long-term feasibility study on anti-missile defense systems.

Drafted; MEGLYNN
Cleared: EKamarck

- Elaine says to downplay.

Press Guidance
February 10, 1997

Commission on Aviation and Security

- The Vice President's Commission on Aviation and Security will hold its final meeting on Wednesday from 9am to noon at the Commerce Department.
- At the meeting, Commissioners will go through the report line by line and finalized recommendations. The Vice President will moderate.
- Upon conclusion, the Vice President will return to the White House to present the report to the President.
- While it is our understanding that there is a high degree of consensus among the commissioners, the group will address each recommendation at the Wednesday meeting. The meeting will be open press.
- FYI -- newspapers have obviously seen drafts of the recommendations. While the reports are essentially accurate, The Wall Street Journal makes the funding (\$500 million) for high priority airport-security projects look like a new request. In fact, much of the money was already appropriated in an FY '97 supplemental based on previous recommendations. A good portion has already been spent.

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