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FAA
July 24, 96

STATEMENT OF FAA SPOKESMAN ELIOT BRENNER

The White House has been fully supportive of efforts by the Federal Aviation Administration, and other agencies, to provide even greater levels of safety and security for Americans. Those who suggest otherwise are clearly wrong.

Security is a concern of a number of elements within the federal government, from the FAA to law enforcement agencies and the nation's intelligence gathering units. Based on an intelligence assessment regarding threat levels in the United States, a decision was made last year to raise security levels, and the President directed Cabinet agencies to review their security practices to assure the continued safety and security of Americans. This was a precautionary decision in light of the general threat to U.S. interests both at home and abroad and not based on any specific threat to aviation.

As part of the review directed by the President last year, the FAA increased security measures at U.S. airports last August. At the time, the FAA and the Transportation Department began to work with the White House and other agencies on a longer-term plan to increase airline security in the coming years by building upon the existing security system.

Throughout this review, the White House has been very supportive of the FAA's efforts to explore ways to improve the security provided to domestic flights. Any implication from any quarter that security is less than a top priority is ludicrous on its face.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Sunday, October 1, 1995

Contact: Larry West
Tel.: (202) 267-3333

Statement of Secretary of Transportation Federico Peña **on Additional Increases in Security**

On August 9, 1995, I announced a heightened state of alert for our nation's transportation systems, in response to the President's call for a review of security procedures to protect the safety of the American people. Security measures introduced at that time, most visibly at our nation's airports, remain in effect. Based on several current and future events, more security measures are now warranted.

Today, I am asking all modes of transportation to review their own security procedures. I have also asked the Federal Aviation Administrator, David Hinson, to direct airport authorities and air carriers within the United States to begin implementation of more stringent measures contained in the security directive issued by the Federal Aviation Administration (FAA) in early August.

The decision to increase security is based upon an assessment provided by federal law enforcement and intelligence agencies, combined with an analysis of the current state of affairs. There has been no specific threat to aviation or any other form of transportation, but we are dealing with a general threat against all U.S. interests at home and abroad.

It is reasonable and prudent to ensure that measures are in place to deter or prevent all foreseeable terrorist or criminal acts against transportation.

Our aviation system is safe and secure, due largely to the professional manner in which the air carriers and airports have efficiently implemented the measures announced in August.

I ask the traveling public for your understanding and cooperation during periods of increased security. These measures will cause some delays, but the delays can be minimized with the support of the traveling public. Please help us and your fellow passengers by:

- Clearly labeling your luggage;

- more -

JUL -20 96 (SAT) 04:45 FAA PUBLIC AFFAIRS

P. 003

- 2 -

- Being prepared to answer questions about your bags;
- Observing parking and unloading restrictions---please do not leave vehicles unattended near the terminal;
- Being prepared to open the trunk of your car---minimize clutter to minimize time;
- Having a photo I.D. available if you are 18 years of age or older;
- Being prepared to have your carry-on and checked baggage inspected; and,
- Arriving early and proceeding promptly to the gates to board your plane.

Regardless of the form of transportation, please:

- Remain alert for any suspicious, unattended bags, parcels or other items and report any such objects to security or station attendants; and
- Maintain control of your luggage.

As I said in August, these security measures will remain in place as long as necessary to ensure the safety of our transportation system. Should we receive information indicating that the situation has changed, we will direct the airlines and airports to adjust their measures accordingly.

-30 -

Points on Airline Security

-- FAA ordered increased security measures to "Level II" on 4 August 1995, which took effect on 10 August.

-- Our concern then was that terrorist groups would retaliate for the arrest of the Hamas terrorist leader Abu Marzuq and the possible conviction of Sheikh Umar abd el Rahman for his role in the World Trade Center bombing.

-- In response to other, specific, threat information earlier in 1995, security procedures at certain airports in Asia were stepped up sharply. They were subsequently reduced when that specific threat appeared to subside.

-- These measures were tightened further (to level III) on October 1, 1995.

-- The heightened measures were relaxed slightly in mid November of 1995, but the principal change had to do with airport parking restrictions.

-- In sum, we are now at heightened, "level II" security procedures.

-- Some of these measures are obvious, such as questioning of passengers about their luggage, or the requirement that passengers show picture IDs when checking in.

-- Others, however, are not so obvious and I wouldn't want to go into them in detail and let potential terrorists know what we are doing.

-- The FAA had already begun a comprehensive study of security measures that the government and airline industry could take to increase safety in the face of a clear terrorist threat.

-- This study is covering not only new procedures that might be followed, but also technological "fixes" that might help in the search for weapons or explosives.

*I have been very careful ~~about~~ about
talking from this.*

8/2/96
FAA

Talking Points
Sec. Peña's testimony to Congress
August 1, 1996

- Aviation security is not just a transportation issue. It is a national security issue that must be put in the context of our government-wide efforts to combat domestic and foreign terrorism.
- DOT has been working closely with industry to increase compliance with security requirements.
- Have increased security measures since last August, in response to the Unabomber threat and again in October because of other threats assessed by intelligence and law enforcement sources.
- All security and safety measures will be assessed by the Gore Commission as announced by the President last week in New York.
- The President also announced additional steps that will be taken: more intensive screening of passengers on international flights, more screening of baggage, more controls on cargo.

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE

Thursday, July 25, 1996

APA 96-134

**Contact: Diane Spitaliere
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FAA STATEMENT ON INCREASED SECURITY LEVELS AT U.S. AIRPORTS

The Federal Aviation Administration will begin increasing security levels at U.S. airports with a special focus on international flights.

The heightened level includes several steps obvious to the public. These include more intensive screening of passengers on international flights, and more intensive screening of carry-on baggage for domestic and international flights. Additional classified measures also will be instituted.

The new measures and procedures will be implemented by both U.S. and foreign airlines. There also will be additional controls on air transport cargo.

Passengers should expect delays at the airport, as congestion at security screening checkpoints may occur as a result of more bags being opened and searched. To minimize delays, passengers should:

- Clearly label luggage and be prepared to answer questions about their bags;
- Have photo identification available;
- Be prepared to have carry-on and checked baggage inspected; and
- Arrive early and after checking bags, proceed promptly to departure gates.

While the cause of the destruction of TWA Flight 800 has yet to be determined, prudence demands that these actions be taken. While no specific credible threats to airlines or airports have been made, these additional measures are needed now to prevent or deter criminal or terrorist acts against civil aviation.

The United States has been in a heightened state of security at airports since last August. The FAA has made several major security improvements since 1988, including:

(more)

FAA STATEMENT ON INCREASED SECURITY LEVELS (2 of 2)

- Improving the flow of intelligence information to the FAA and the industry;
- Placing federal security managers in 19 of the largest and busiest U.S. airports, and civil aviation security liaison officers at 17 overseas locations;
- Increased security for cargo and mail;
- Implementing new employment and training standards for screeners at U.S. airports and other security personnel;
- Publishing guidelines to help airports build security into new construction;
- Requiring employment investigations and some criminal history records checks;
- Conducting joint FAA/FBI vulnerability assessments at major U.S. airports; and
- Deployment of state-of-the-art explosives detection systems in Atlanta and San Francisco for operational testing. The agency also is moving aggressively toward developing a national deployment strategy for explosive detection systems.

STATEMENT OF THE HONORABLE FEDERICO PENA
SECRETARY OF TRANSPORTATION
before the
COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION
concerning
AVIATION SECURITY MEASURES
AUGUST 1, 1996

Mr. Chairman and Members of the Committee:

Thank you for the opportunity to address the committee on the important subject of aviation security. With me today are Federal Aviation Administration Administrator David Hinson, Rear Admiral Paul Busick, the Director of the Department's Office of Intelligence and Security, and Rear Admiral (retired) Cathal Flynn, the FAA's Associate Administrator for Civil Aviation Security.

Your hearing today is convened in the aftermath of a great tragedy--the crash of Trans World Airline Flight #800 on July 17th shortly after takeoff from JFK International Airport, taking with it 230 passengers and crew.

Let me begin by conveying again, on behalf of the entire Administration, the profound sorrow we feel for the families and others who lost loved ones in the crash. The President, the First Lady, Administrator Hinson, and I met with family members and others in New York last week. They have suffered enormously and the entire nation shares their grief.

I also want to convey my deep pride and thanks to the federal, state and local officials, and volunteers who have joined in the massive recovery effort. The NTSB, the FBI, the FAA, the U.S. Navy, FEMA, state and local police have all worked around the clock, in a consolidated effort on all fronts since July 17th. In particular, I want to recognize the efforts of the men and women of the Department of Transportation's United States Coast Guard--they are a source of pride to me as their Secretary and to the entire nation. Semper Paratus.

As of today, we do not know the cause of the crash of TWA flight #800. But--regardless of whether or not we ultimately conclude that the crash was caused by an act of terrorism--we do know that we live in a world where the threat of terrorism is increasing. And we do know that no single government agency can fight that growing threat alone. We must work together in a nonpartisan national effort that includes all branches of our government and industry, and enlists the aid of the American people to fight the scourge of terror.

As we saw with the despicable act of terrorism last week in Atlanta, terrorist attacks in this nation are aimed at innocents--at our families and our

children--they are cowardly attempts to defeat the American spirit and the spirit of democracy. And we must not--and will not--let them prevail.

That is why earlier this week the President called together the bipartisan leadership of the Congress. In his words, "when our Democracy and our people are attacked, whether it's from within or without, we come together."

The President, Speaker of the House Gingrich, Majority Leader Lott, and Minority Leader Gephardt have all pledged to work together to strengthen our capacity to combat terrorism. As you know, on April 24th the President signed legislation strengthening the powers of our domestic law enforcement agencies to fight terrorism. Now, the bipartisan leadership is working with the President on a package of additional measures (which were not acted upon earlier by Congress) that could strengthen further our domestic law enforcement capacity to deal with these kinds of threats.

It is in that spirit of cooperation and conviction that I look forward today to discussing aviation security issues with the Members of this Committee--specifically, what the Congress, the Administration, and the industry have done in the past and how we can work together to meet the growing threats and challenges of the future.

I believe a key element of any successful strategy must be the recognition that aviation security is not simply a transportation issue--it is a national security issue that must be put in the context of our government-wide efforts to combat domestic and foreign terrorism.

Along those lines, the Administration is actively working with our partners around the world to address the challenge of terrorism internationally. The latest step is the ministerial meeting of the G-7 nations and Russia in Paris this week. The American delegation, led by Attorney General Janet Reno, is seeking to increase the level of international cooperation to deal with this global threat.

As the members of this Committee know, current law dictates that responsibility for aviation security is a shared one. Let me outline briefly the different roles. The FAA, in concert with the nation's security, intelligence, and law enforcement agencies, continuously assesses threats and vulnerabilities. It identifies, through regulations, the measures to be taken for both existing and anticipated threat situations, and works with the aviation industry to implement those measures, using its enforcement tools where necessary. The aviation industry, through its managers and employees, implements those measures. Air carriers are responsible for applying security measures to passengers, service and flight crews, baggage, and cargo--in short, everyone and everything that enters the aircraft. Airports are responsible for maintaining a secure ground environment and providing

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law enforcement support. The cooperation and vigilance of passengers and shippers is also an integral part of the system.

The key question for all of us is how well does that system work. And, Mr. Chairman, that is a question the FAA asks and checks every day. In fact, the various reports prepared by the Department's Office of Inspector General and the General Accounting Office are based on FAA's own findings and investigative work. Let me stress that again, the FAA itself has teams of inspectors that it sends out to try to penetrate airline security and assess vulnerabilities at airports. The FAA uses the data from these special assessments in two ways. First, to alert airlines and airports to problems in their compliance with Federal security requirements, with follow-up enforcement as appropriate, and second, to identify additional steps and regulations that may be necessary.

With respect to the industry's compliance—let me say the FAA has worked very hard and continues to work hard to gain industry compliance. The industry does a better job today than it did several years ago, but it's not good enough. That conclusion is echoed in the Inspector General's most recent report.

There are a number of actions we have taken and will undertake to improve industry compliance. We have been working closely with industry to increase compliance, particularly with access control and challenge regulations, and adjust pertinent regulations and policies as necessary. From January through early August 1994, FAA spent over 40,000 agent hours at 75 airports performing focused inspections to acquire raw data and improve compliance. FAA aviation security special agents accomplished these tasks by attempting to breach access control points, and by getting airport operators and air carriers to increase their identification-badge display performance by testing the system.

We recognize that the key to any effective aviation security system is the vigilance and abilities of the people staffing the screening checkpoints. To aid screening personnel, FAA conducts security human factors research, and evaluates better equipment, training, and procedures. For example, the FAA has developed on-line computer-aided testing, one of the capabilities offered by the Screener Proficiency Evaluation and Reporting System (SPEARS). The system can help train air carrier screeners and maintain their proficiency by projecting on the x-ray monitor, either from the screening checkpoint or a remote location, the images of dangerous articles. It can then track whether the screener correctly detects the threat. The FAA expects the airlines will use SPEARS as an efficient means of improving their screeners' performance.

As the public is aware, we establish new or heightened security measures immediately in response to discrete events—such as the UNABOMBER threat

at Los Angeles Airport last year, where we implemented a series of targeted countermeasures in the face of a specific, credible threat from the UNABOMBER. In the case of the Summer Olympics this summer in Atlanta, we developed contingency plans, conducted security exercises, deployed specialized explosives detection equipment, implemented enhanced counter-hijacking measures, increased surveillance, issued security directives, implemented temporary air traffic control restrictions, and strengthened our inter-agency coordination.

Less obvious, we move forcefully to uphold stringent security levels at airports around the world on a case-by-case basis. We have also committed funds for extensive operational testing of advanced technologies, such as hardened baggage containers and new EDS systems, despite the tight budget climate. These are only some unclassified examples of work we undertake on a continuing basis.

I want to address the second issue--that is, assessing security requirements. Presidential Decision Directive 39, dated June 21, 1995, directed me to reduce vulnerabilities affecting the security of all airports in the United States, and all aircraft and passengers. Based on that directive, FAA's assessments, and national intelligence information, last year the Office of the Secretary and the FAA began a thorough re-evaluation of the existing civil aviation security systems. In the short term we took several steps to address our heightened concern.

On August 9, 1995, at my direction, the FAA required airports and airlines to intensify their security measures within the United States. On October 1 of last year, I asked the FAA to direct implementation of even more stringent security measures than those announced in August.

All airports and air carriers have contingency plans previously approved by FAA that address certain security concerns. They are given options, and may seek amendments to their plans or propose alternative measures. Many individual adjustments in many localities have been made since last August to tailor measures to specific situations. Many adjustments to those measures have been made in the intervening months.

Significantly, we direct airports and air carriers to impose or adjust security measures based on assessments received from law enforcement and intelligence agencies with whom we are in continuous consultation. The cooperation and support provided my Department by other federal agencies, and particularly by the FBI, has been outstanding.

We took additional steps announced by the President last week--including more intensive screening of passengers on international flights, and more intensive screening of carry-on baggage for domestic and international flights.

There will also be additional controls on air transport cargo. Additional classified measures were also instituted.

Perhaps most significant in the long-run--based on a Presidential Directive to all federal agencies--we began a government-wide re-evaluation of the aviation security baseline. For more than a year, the White House has been an active participant in this effort. Ironically, the Aviation Security Advisory Committee--which is the forum of government, aviation industry, and public interest groups chosen to address the issues associated with increasing the aviation security baseline--met the morning of July 17th--the day of the TWA tragedy.

Mr. Chairman, the current aviation security system was designed to meet the needs identified immediately before and subsequent to the Aviation Security Improvement Act of 1990. The Aviation Security Advisory Committee has been tasked with reporting on whether additional steps--beyond full implementation of the 1990 Act--are necessary in light of the increasing threat and how we can effectively implement and fund any additional measures.

Concurrent with this effort is the work that will be done by the Commission--to be headed by the Vice President--announced by President Clinton last week. In the short term, the Commission will develop an action plan for the President on deploying new technologies that can detect the most sophisticated explosives. I know that members of this committee share our commitment to rapid deployment of EDS technology.

Over the longer term, the Commission will focus broadly on issues related to national security and the increasing terrorist threat. It will also take a comprehensive look at how government oversees aviation safety. Consistent with the Vice President's regulatory reinvention work in other areas, we will explore ways government and the private sector can work together to improve safety for the flying public. Finally, the Commission will examine the air traffic control system, focusing on the advent of new technologies, such as the global positioning system, and how such technology will affect the way the system operates.

Mr. Chairman and Members of the Committee, as I have said earlier in my statement--terrorism is a national and an international problem, which demands a national solution. I believe that the efforts of the President and the Vice President to bring together the departments of the Executive Branch--in partnership with Congress and industry--are exactly the way we must approach this issue.

To put this in a broader context, the Commission's work is yet another step in an on-going and intensifying effort by this President and this administration to step up the battle against terrorism.

FAA News

FAA
Aug 22
96



Washington, D.C.

FOR IMMEDIATE RELEASE
Thursday, August 22, 1996

APA -147-96
Contact: Curtis Austin
Tele.: (202) 267-8521

FAA PROPOSES AIRWORTHINESS DIRECTIVES ON CHANGES TO DESIGN OF 737s FLIGHT CONTROL SYSTEMS

Taking another step to ensure the highest levels of safety for America's flying public, the Federal Aviation Administration (FAA) will propose changes to the design of the flight control systems of the Boeing 737s, based on a comprehensive review of those systems that was unveiled last spring.

The Notices of Proposed Rulemaking (NPRM) for nine Airworthiness Directives (ADs) would require actions to address changes or improvements in components of the flight control system of the 737s.

"These proposed ADs are a reflection of our top priority -- continuing to ensure the highest level of safety for the flying public," FAA Administrator David R. Hinson said. "They are designed to make a safe plane even safer."

Some of the ADs would affect only the earlier model 737's, such as Model 737-100's and 200's, other ADs would affect only the newer models, while still other ADs would affect the entire 737 fleet of 2,830 aircraft worldwide and 1,037 U.S. aircraft, Hinson said.

The review of the 737's flight control systems, called a Critical Design Review (CDR), began in 1994 and was conducted by an FAA-assembled team of representatives from the FAA, the National Transportation Safety Board, other U.S. government organizations, and foreign airworthiness authorities. The review was prompted by questions that arose following two accidents involving Model 737's, one near Colorado Springs, Colo., and another near Pittsburgh.

-- More --

OPTIONAL FORM 96 (7-90)

FAX TRANSMITTAL

To: <i>Heppa Talley</i>		FROM: <i>FAA</i>
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FAX # <i>366-3703</i>		FAX #
NSN 7540-01 317 1000 6010 101 GENERAL SERVICES ADMINISTRATION		

FAA

10-1-96

Sep. 30. 1996 1:42PM DOT/GOVERNMENTAL AFFAIRS

No. 2979 P. 2/2

~~DRAFT~~ **DRAFT**

Dear:

I am writing to express the Administration's position on the conference report to H.R. 3539, the Federal Aviation Reauthorization Act of 1996.

Let me begin by stating that there are many very positive aspects of the conference report which we support. The bill authorizes Federal Aviation Administration's (FAA) programs, including the Airport Improvement Program, which enables the award of critical safety, security, and capacity expansion grants to airports throughout the country. H.R. 3539 also includes several important aviation safety and security initiatives, including many recommended by the Vice President's Commission on Aviation Safety and Security. In addition, the bill provides for many important reforms to the FAA that will enhance air travel safety.

It ^{5/26} In spite of these positive initiatives, conferees to this bill added a new controversial provision that ~~as Congress nears adjournment, threatens final passage of this bill. The amendment, which~~ appeared in neither bill and was agreed to without hearings or public debate, would reinstate "express carriers" to coverage of the Railway Labor Act. Congress deleted express carriers from the scope of the Railway Labor Act last year in the Interstate Commerce Commission Termination Act (P.L. 104-88) after the last express carrier went out of existence in the mid-1970's.

This provision, which has been characterized as merely a "technical amendment," represents a significant change in transportation labor law. It is being sought as a means of shifting the status quo relationship between workers and management at a major transportation company in this country.

The Administration ~~adamantly~~ ^{concerning} opposes inclusion of the "express carrier" language in H.R. 3539. It makes no sense to jeopardize this important legislation ~~for this issue. This legislation should be stripped of such a complex and controversial provision in order that enactment of other important aviation safety, security, and investment initiatives, can be ensured.~~

The Office of Management and Budget advised that, from the standpoint of the Administration's program there is no objection to providing these views for the consideration of Congress.

Sincerely,

Peña

10-9-96

PRESIDENT CLINTON SIGNS THE FAA AUTHORIZATION BILL

October 9, 1996

The President today will sign HR 3539, the Federal Aviation Reauthorization Act of 1996, to give the FAA the tools and authority to meet the challenges of a new and changing industry. The bill establishes a commission to make recommendations about FAA's future funding requirements. And it also authorizes enhanced security measures that are consistent with the safety recommendations of Vice President Gore's Commission on Safety and Security.

In his remarks, the President will highlight steps taken in this bill, as well as the omnibus appropriations bill that the President recently signed into law, to improve airline security, implement the Gore Commission's safety and security recommendations, and increase funding for counter-terrorism measures. In addition, he will highlight the establishment of a single office at the National Transportation Safety Board to help the families of air disaster victims.

The following is the program for today's event:

- The Attorney General makes remarks.
- Doug Smith, President of National Air Disaster Alliance makes remarks.
- The President makes remarks.

HR 3539 includes the following important provisions:

- Provides for operating and maintaining the air traffic control system, and ensuring the system's safety and security.
- Provides for grants to airports for construction, safety, security, and noise abatement.
- Provides for funding the acquisition and installation of air traffic control and navigation equipment.
- Provides for research activities in a variety of areas, including systems development, air traffic management, and aviation security.
- Consistent with the President's September 9 memorandum, requires the FAA, following a major aviation accident, to designate a director of family support services to serve as a primary contact for families of victims, and as a liaison between the air carriers and the families. The bill also requires the FAA to designate a non-profit organization to coordinate emotional care and support for families of victims.

- Prohibits pilots from allowing anyone without a pilot's license to manipulate the controls of an aircraft if that person is attempting to set a record or engage in an aeronautical competition or feat. (A person must be 17 years or older to obtain a pilot's license.)
- Requires the FAA Administrator, within 30 days of the bill's enactment, to contract with an outside entity to conduct an independent assessment of the FAA's financial requirements through the year 2002.
- Establishes a 21-member National Civil Aviation Review Board.
- Requires the FAA to submit a report to Congress within 90 days of the bill's enactment on the desirability of transferring certain air carrier security responsibilities to the Federal government or airport operators.

The security provisions of HR 3539 are consistent with Gore Commission recommendations funded in the omnibus appropriations bill, which provides for:

- Purchasing and installing 54 CTX-50000SP FAA-certified explosive detection systems for screening checked baggage at U.S. airports.
- Purchasing 410 trace detectors for screening electronics and other carry-on items.
- Funding 114 canine teams at U.S. airports.
- Increasing the FAA's security research budget by over 50 percent.
- Doubling the FAA security workforce over a three-year period, an increase of nearly 600 positions.
- Conducting or updating vulnerability assessments at the busiest U.S. airports.
- Augmenting airline reservation and check-in computer systems with passenger profiling capabilities.
- Installing computer training and testing systems to improve the performance of baggage screening personnel.
- Conducting operational testing of new applications of trace detection systems for screening documents (i.e., boarding passes, passports) and passengers.
- Increasing training and equipment to foreign countries to enhance the anti-terrorism skills and abilities of foreign law enforcement and security officials.

- Deploying x-ray and other existing explosives detection technologies for joint Customs and airline use to inspect outbound international air cargo for explosives and other dangerous weapons that may jeopardize the safety of air passengers.
- Giving Customs the legal authority and resources to effectively target and screen international air passengers and cargo by requiring the submission of advance cargo and passenger manifest information.
- Conducting a comprehensive study of taggants used in explosives, which will examine black and smokeless powder.
- Developing and producing instruction and training materials on recognition and detection of explosives and improvised explosive devices.
- Enhancing the Explosive Incident System to include a digital library of previously encountered devices, both foreign and domestic.
- Increasing FBI staffing, enhancing the bureau's capabilities and resources for anti-terrorism efforts.
- Improving domestic intelligence by creating additional positions to increase intelligence capability to deal with heightened threats to American assets and interests.
- Creating additional positions and funding for the development of such items as a hazardous materials/chemical/biological/nuclear (CBN) capability within the FBI laboratory to research better methods to respond to CBN activities.

The omnibus appropriations bill also funded most of the President's other counter-terrorism proposals, providing for such items as:

- Persian Gulf Force Protection.
- Upgraded overseas physical protection for forces outside the Persian Gulf.
- Enhanced security at Federal domestic facilities, including national parks and monuments.
- Additional guard protection for diplomatic security, and security upgrades for U.S. facilities and government employees.
- Expanded Bureau of Export Administration efforts to detect illegal exports.
- Additional funds for the Federal Law Enforcement Training Center for new

counter-terrorism personnel.

- Funds for ATF to hire 31 additional special agents for intelligence on bombings.
- A strengthened HHS' Office of Emergency Preparedness to prepare for, and respond to, the health and medical consequences of terrorist attacks.
- Training, awareness, and information programs to make soldiers aware of the threats, potential targets, and the standard tactics terrorists use.
- Expanded capability of national foreign intelligence to combat terrorism.

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12/19/96

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, December 18, 1996

Contact: Eliot Bremner
(202) 267-3883

STATEMENT BY THE FAA AND TRANSPORTATION DEPARTMENT ON VALUJET CHARTERS

ValuJet has recently sought permission from the Federal Aviation Administration (FAA) to expand its operating fleet to West Palm Beach and Fort Myers in Florida, and Dallas-Fort Worth, but the agency has not at this time permitted the expansion.

Under the consent agreement of June 18, 1996, between ValuJet Airlines and the Federal Aviation Administration, the airline is required to seek authority from the FAA to expand beyond its current fleet of 15 aircraft.

Because ValuJet Airlines will be unable to serve customers who purchased tickets on flights the airline had sought authority to operate, the airline is seeking authority from the FAA and the Department of Transportation (DOT) to arrange charter services with other airlines, beginning Thursday, Dec. 19, and ending Jan. 6, 1997.

Currently, the DOT is reviewing ValuJet Airline's charter arrangements to ensure full compliance with FAA safety standards. Approval of any charter arrangements will be completed only when the FAA is satisfied that the arrangement meets the agency's safety standards. Additionally, the DOT will only approve charter service conditioned on consumer notification of the substitute charter service, and refunds being provided to passengers who request them.

Also, ValuJet Airlines has been advised to cease selling tickets for any new service after Jan. 6, 1997, until the matter is resolved.

The FAA and the DOT have been informed by ValuJet Airlines that it had sold 15,000 tickets for flights between Dec. 19 and Jan. 6 the airline had not received approval to operate.

ValuJet passengers holding reservations for service to or from West Palm Beach, Fort Myers and Dallas-Fort Worth should contact the airline for further information.