

CHRON

—

See 2 notes

THE WHITE HOUSE
WASHINGTON

'96 NOV 22 PM 7:18

THE PRESIDENT HAS SEEN
11-25-96

November 22, 1996

MEMORANDUM FOR THE PRESIDENT

FROM: LEON E. PANETTA
Chief of Staff

SUBJECT: Friday Activities

LEGISLATIVE ISSUES

Campaign Finance Reform

Today, I convened a meeting to discuss campaign finance reform legislative strategy and issues with senior White House staff (representatives from the Counsel's Office, Legislative Affairs, the Chief of Staff's Office, Speech writing and Domestic Policy Council attended) and Common Cause President Ann McBride who was accompanied by Fred Wertheimer and Robert Rosen, two top Common Cause advisors. During the meeting I highlighted your strong commitment to meaningful campaign finance reform and the desire to work with Common Cause for the enactment of legislation early in the next session of Congress.

The meeting's primary discussions centered around a number of substantive issues that must be addressed in reform legislation and the timetable for resolving those issues. The key substantive issues discussed were:

- whether there is any constitutionally permissible way to curb the growth of independent expenditures;
- Political Action Committee reforms; and
- proposed requirements to raise the majority of funds in-state or in-district in Congressional races.

With regard to the timetable, it was decided that an agreement in principle with regard to the five key issues should be reached as soon as possible. Following this agreement in principle, legislation could then be drafted in December and vetted prior to introducing the measure when Congress returns. Finally, we

This is fine but if changes were too far from McGovern we could be giving members an excuse to bail out - Need to keep McGovern + Feregold on all -

indicated that you would use the bully pulpit to highlight this issue during December and January.

House Update

Breaking a promise made two years ago, House Republicans today rejected Rep. Joseph McDade of Pennsylvania as Chairman of the Appropriations Committee. The Republicans, led by Speaker Newt Gingrich, voted to re-elect Rep. Bob Livingston of Louisiana as Chairman of the committee. As consolation, McDade will chair the Appropriations Energy and Water Development Subcommittee, in charge of \$20 billion for water projects and nuclear facilities.

The House Banking Committee has set a hearing on December 11 to review issues surrounding the status of assets deposited in Swiss banks by victims of the Nazi Holocaust, Committee Chairman James Leach said today.

DOMESTIC UPDATE

ValuJet Hearing

On November 22, the NTSB hearing in Miami concluded with testimony from FAA flight service staff. NTSB focused on communications between the Atlanta and Washington, DC flight service offices regarding inspections of ValuJet prior to the accident. The hearings have focused on the cockpit voice recording, a videotaped NTSB test fire of oxygen generators, the actions of ValuJet and maintenance contractor SabreTech leading up to the accident, and the staffing resources of the FAA's inspectors as the airline grew quickly.

Air Bag Safety

The National Highway Traffic Safety Administration (NHTSA) announced today a comprehensive plan to minimize the dangers of air bags to children and at-risk adults. The plan centers on accelerating the development of "smart" air bag technology for future vehicles with the intent of having the systems available in fall 1998 for 1999 models. Until smart air bags are available, other intermediate safety measures include the following:

- Require highly visible warning labels for all new cars and light trucks beginning in 90 days;
- Permit depowered air bags in which the deployment force is

reduced 20-35 percent;

- Permit installation of manual cutoff switches to disable the air bag in vehicles without a back seat;
- Allow dealers to de-activate air bags for any owner who requests it;
- Coordination of public awareness activities; and
- Expand research to improve the testing of air bags and crash protection for children and women.

NHTSA has issued consumer advisories and worked with the news media, the auto and insurance industries, and the medical community to increase public awareness of both the problem and the immediate solution.

In August 1996, the agency proposed changes to the federal air bag requirement to encourage the introduction of "smart" air bag systems and to provide relief to owners of existing vehicles equipped with air bags.

Quincy, IL, Air Collision

Following this week's aircraft collision in Quincy, IL, the FAA will take the following steps:

- Issue a Letter to Airmen that will emphasize the practice of broadcasting every maneuver of the landing sequence and every movement on the airport surface on a frequency available at each airport without a tower, and will stress the need to include the importance of this communication in license flight tests;
- Emphasize communications practices for non-tower airports in educational programs conducted by the Flight Standards Division;
- Direct a working group already underway to submit a final report by January 1997 making recommendations for a safety certification system for airports used by planes carrying 9-30 passengers;
- Within the next two weeks FAA will review safety data for non-towered airports to determine whether any changes are needed in safety policies or procedures.

**MANILA WH ADVANCE
F A X**

STAFF FAX: 34-501, 34-502
PRESS FAX: 34-503, 34-504
SENIOR STAFF FAX: 34-508

MANILA SIGNAL: 527-8761

TO: Rebecca Cameron
FROM: Nancy HERNIMAN
NO. OF PAGES: 6

COMMENT: Please Give to Phil
TO HANDLE

THE WHITE HOUSE
WASHINGTON

TD: Staff Sec'y ✓
Scheduling

FZ: Erskine

11-25-96

Todd-

Should we send
original to Scheduling?

Yes ☒

No ☐

copy to Legislative
affairs? -

Yes ☒

No ☐

C.

'96 NOV 25 AM 11:09

THE WHITE HOUSE

EVA -

I enjoyed being with
you last night - I also
deeply appreciate your endorsement.
I'll work hard not to
let you down -

I have sent you
regards on to Doug Sosnick
to see if there is any hope
for President to attend -

LL



Congress of the United States
House of Representatives
Washington, D. C. 20515
November 21, 1996

Eva M. Clayton
North Carolina

The Honorable William J. Clinton
President of the United States
The White House
1600 Pennsylvania Avenue
Washington, D.C. 20500

Dear President Clinton:

I have been a loyal supporter to you, and I need your help and support now.

I need a firm commitment from you to drop by a Gala Fundraising event that I have planned for Sunday, January 19, 1997, beginning at 8:00 p.m. The event will take place at the Galleria at Lafayette Center, located at 1155 - 21st Street, N.W., Washington, D.C.

This event is very important to me for two reasons. First, I have a debt from the most recent campaign that I must retire. And second, inasmuch as I will face re-election in a redesigned district in 1998, it is critical that I begin to organize and raise funds early. That is the best way to put me in the strongest position to fight off any opposition and to retain a Democratic seat for the First Congressional District of North Carolina.

I have taken the liberty of enclosing a facsimile of the proposed invitation to this event. I would need approval of the substance of the invitation from the White House no later than the close of business on Friday, November 29, 1996, for printing and mailing purposes.

Thank you for your past courtesies and for your consideration and cooperation of this matter.

Sincerely,

Eva M. Clayton
Member of Congress

The Committee of 100

requests the pleasure of your company

at a

Black and White Inaugural Ball

in celebration of the Re-election

of

William Jefferson Clinton

President of the United States

and

Congresswoman Eva M. Clayton (D-NC)

Member of the United States Congress

Sunday, January 19, 1997

8:00 P.M. until 12:00 Midnight

The Galeria

at Lafayette Center

1155 21st Street, Northwest

Washington, D.C.

Special Invited Guests

President William Jefferson Clinton & The First Lady

Donation \$150

Please RSVP to (202) 829-2993

by January 4, 1997

THE PRESIDENT HAS SEEN
11-25-96

THE WHITE HOUSE
WASHINGTON

November 18, 1996

MEMORANDUM FOR THE PRESIDENT

FROM:

MICHELLE HOUSTON *MH*
DIRECTOR, WHITE HOUSE GIFTS

THROUGH:

JAMES A. DORSKIND *JD*
SPECIAL ASSISTANT TO THE PRESIDENT
DIRECTOR OF CORRESPONDENCE
AND PRESIDENTIAL MESSAGES

SUBJECT: Gift Unit Report for the Week Ending November 13, 1996

A. Gifts Delivered This Week: 315
Gifts Processed This Week: 246

B. Highlights of the Gifts Received from November 7, 1996 through November 13, 1996:

1. **Edgar M. Bronfman.** Hardcover book titled, *The Making of a Jew*, written by the donor.
The appraised value is \$24.

Disposition: _____ Keep for personal use and send to:

☒ Oval Office

_____ Residence

_____ Designate for Archives

2. **Mary Chapin Carpenter.** Compact disc, "A Place in the World," performed by the donor.
The appraised value is \$15.

Disposition: _____ Keep for personal use and send to:

☒ Oval Office

_____ Residence

_____ Designate for Archives

Return
Michelle -
1 Set
~~2 Sets~~

11-25-96

Todd -

After you have reviewed,
we will return to
Michelle Houston +
Keep a copy of cover
memo in our chron -

C.

3. **Chester Hanks.** Multi-colored plaid x-large cotton Ralph Lauren shirt. The appraised value is \$75.

Disposition: _____ Keep for personal use and send to:

☒ _____ Oval Office

_____ Residence

_____ Designate for Archives

4. **Steven Asman.** 3.5' tall black "GustBuster" golf umbrella. The appraised value is \$50.

Disposition: _____ Keep for personal use and send to:

_____ Oval Office

_____ Residence

_____ Designate for Archives

5. **Steven A. Kollross.** Wooden putter with a cowhide grip featuring the President's signature and seal.

Disposition: _____ Keep for personal use and send to:

☒ _____ Oval Office

_____ Residence

_____ Designate for Archives

'96 NOV 25 AM 10:52

**MANILA WH ADVANCE
F A X**

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MANILA SIGNAL: 527-8761

TO: Rebecca Cameron
FROM: Nancy HERNREICH
NO. OF PAGES: 2

COMMENT: Please Give TO Phil
TO HANDLE

The President WANTS THE
STAFF TO LOOK INTO THIS

11-25-96

Phil -
To whom should we
send this?

✓
Leon

Carol

upgrade not cost beneficial

Flash back: The NTSB issued an order

resulting numbers are used. At the FAA, they appear to be worshiped. Cost consid-
erations overrule common sense and

Why not also

6A • FRIDAY, NOVEMBER 22, 1996 • USA TODAY

THE EDITOR

"USA TODAY hopes to serve as a forum for better understanding and unity to help make the USA truly one nation."

—Allen H. Neuharth
Founder, Sept. 15, 1982



David Mazarella
Editor
Karen Jurgensen
Editor of the
Editorial Page
Thomas Curley
President and Publisher

Today's debate: AIR SAFETY

10/21/96

Cost overrules sense as FAA goes slow on safety

OUR VIEW Only now, after years of the FAA's penny-pinching policies, are safety measures being adopted.

After eight years and the crash of ValuJet Flight 592, smoke detectors and firefighting systems finally will be required in all airline cargo holds.

The Federal Aviation Administration, reversing long-standing opposition based on cost, will produce new rules which could go into effect within two years. Lives will be saved, eventually. And the public's eyes will turn away. Too soon, unfortunately.

The sharp-pencil, cost-analysis process that put the ValuJet flight at risk remains very much in place, prizing small amounts of money over lives and elevating slide rules over reason.

As you read this, the FAA's blind reliance on cost-benefit calculations is preventing a variety of key safety measures that have not yet been pushed onto front pages by a high-profile crash.

Fire protection. In 1993, Congress's General Accounting Office, echoing concerns of the National Transportation Safety Board (NTSB), warned that U.S. airlines are not upgrading aircraft cabins with new fire-retardant materials quickly enough. The result: Older seat cushions and cabin materials, like those on Flight 592, burn faster and emit more lethal gases. GAO's estimated cost to upgrade is about \$1 million per plane. The FAA ordered higher flammability standards on new planes to save lives. Yet it's willing to let older planes fly with dangerous interiors.

Cargo plane safety. Between 700 and 800 U.S. cargo planes fly with no midair collision-avoidance devices. Required on commercial airliners, these devices have slashed near collisions from 131 in 1989 to 23 this year. The NTSB, which investigates crashes, says they are needed; cargo airline pilots want the help. But cargo carriers, such as Federal Express and UPS, have



Oxygen canister. Similar to the ones in the cargo hold on Flight 592

That's not an unjustified fear, considering several near disasters. The most serious came near Nashville in 1988; 132 passengers and crew escaped with their lives only because their American Airlines flight had time to land shortly after passengers complained of smoke and the floor softening beneath their feet. The culprit: hazardous materials uncorked in a Class D cargo hold.

Yet until last week, the FAA deemed it not "cost beneficial" to require smoke detectors and fire suppressants in the cargo holds. And it blithely relied on old safeguards to monitor dangerous cargo.

Only after the crash of Flight 592 did the FAA pledge \$14 million for oversight of hazardous materials. Only then did it ban shipment of oxidizers like the ones on that flight. Finally, just four days before the start of this week's ValuJet hearings in Miami, the FAA reversed its cargo-bay policy.

The FAA argues that presidential executive orders mandate a cost-benefit analysis

Differ

LOS ANGELES unfamiliar problem enforcement acts in concert. say exactly who what actually can. The "code of silk Tried separately, forced to prove ex the crime — act, sation — the state and convict no or a crime has been

The answer conspiracy? Apteer Influenced tions Act (RICC

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Jonny Gam he was pulled officers while c neighborhood and business p er Ray Seals. 7 cers involved i trial. Last weel all charges.

Public reac has centered Gammage we were white. 1 publicity, the j

Service, don't have to install them because the FAA has judged the \$200,000-per-plane upgrade not cost beneficial.

Black boxes. The NTSB issued an urgent recommendation in early 1995 that the FAA require modernized flight data recorders, or black boxes, on all U.S. airliners. With good cause. Two mysterious crashes remained unsolved — United Flight 585 near Colorado Springs in 1991 and USAir Flight 427 headed for Pittsburgh in 1994 — largely because investigators had too little information about final moments of flight. The FAA finally agreed to require the new equipment last month, only after a close call by an Eastwind Airlines flight near Richmond, Va., in June.

Such delays can be deadly, as the ValuJet crash demonstrated all too tragically.

Since 1988, the NTSB, Air Line Pilots Association and other groups have warned of the danger of Class-D cargo holds and the need for more aggressive oversight of hazardous materials on commercial flights.

before any rule change in U.S. aviation. But the order does not mandate how the resulting numbers are used. At the FAA, they appear to be worshiped. Cost considerations override common sense, and real change comes only after a disaster.

Just ask families of the 110 passengers and crew of Flight 592. Their loved ones died May 11 because a roaring blaze in the forward cargo bay — which had no smoke detector, no fire suppression — brought the plane down in the Florida Everglades.

Granted, that inferno, fueled by oxygen canisters, was so intense that even early detection and firefighting chemicals might not have been enough to save Flight 592.

But for only \$350 million, an amount so small it could be covered with less than a month's receipts from the passenger ticket tax, that plane and 2,800 others could have had better protection.

It took the ValuJet crash for the FAA to change its math and its mind. It shouldn't take another disaster for the FAA to reconsider its blind use of cost-benefit analysis.

Safety is top concern

OPPOSING VIEW We at the FAA have made a lot of safety changes, and more are on the way.

By Linda Daschle

Since last May's ValuJet tragedy, the Federal Aviation Administration has made comprehensive changes in the way it regulates new-start carriers and safeguards hazardous materials on aircraft to ensure the continued highest level of aviation safety possible.

Immediately after the accident, oxygen generators were banned as cargo on all passenger planes in this country. An immediate review was undertaken on how all hazardous materials are regulated. Numerous recommendations of the National Transportation Safety Board (NTSB), some of them urgent, were adopted by the FAA, including the oxygen generator ban.

Additionally, the federal Research and Special Programs Administration (RSPA), which also regulates the transportation of hazardous materials, has begun the process of banning other oxidizing agents in passenger cargo compartments.

We did not stop with the NTSB recommendations. In order to continue these efforts, earlier this year the FAA and RSPA requested and received congressional approval for an additional \$14 million to increase the number of hazardous-materials inspectors and support staff by 130 positions.

Following this agency's grounding of ValuJet, former FAA administrator David Hinson directed me to conduct a 90-day review of the way the FAA does business in monitoring new and rapidly growing airlines. Now, as a result, the FAA is devoting far more resources to monitoring new-entrant carriers like ValuJet, especially those that are growing quickly.

The shifting of resources is but one of six major and 30 supporting recommendations now being implemented. They also include greater attention paid to outsourcing of maintenance and the hiring of 400-plus inspectors and support personnel above current expansion plans over the next two years.

Finally, the latest information and data available now allow us — under the rules that require the FAA and other federal agencies to take cost issues into account — to proceed with plans to require fire-detection and suppression gear in the cargo compartments of passenger-carrying aircraft.

There are painful lessons from what the FAA learned about its regulation of ValuJet — from the way hazardous materials are handled to how new and growing airlines are overseen and what additional protections can be provided in cargo compartments.

The FAA is keenly aware of these lessons and is acting aggressively in these areas to ensure that the safety of the traveling public continues to be our highest priority.

Linda H. Daschle is acting administrator of the FAA.

Why not also

I can hardly be ed to Rep. Bob L. article on the Arm scandal revives News, Wednesday.

You quoted Liv "we have to unders... are going to do v given the opportu rape, sodomy and that "come natural

I certainly hope ments were quoted I also have miscon other conservatives who seem to excuse such unacceptable military services at segregation. If not, i akin to calls for re to end racism.

R.

Caution for new

"Keyhole" bypass olutionize the treat coronary artery di stress that the bene this approach are with these new and dures ("Keyhole" hurts less and cost Domestic Edition).

Contrary to a pag

V

The Cl the ne also



Denise Laing, 39
Event planner
Silver Spring, Md.

Without athletes, there would be no ball. If the industry willing to pay athletes that amount of mon it means they can afford it, and I shudde think how much mo the owners make. If pay athletes that mu teachers should be a well-paid.

November 25, 1996

The President
The White House
Washington, D.C. 20502

'96 NOV 25 PM3:21

Dear Mr. President:

The U.S. Environmental Protection Agency (EPA) is reviewing the national ambient air quality standards (NAAQS) for ozone and particulate matter (PM). The final decision on whether to either reaffirm or change the existing standards will be made through a rule-making that is being conducted by EPA for each standard.

Unfortunately, it appears that agency officials have already concluded that both the ozone and particulate matter NAAQS should be changed. We are concerned that it would be inappropriate to reach any conclusion about changing the standards until the public has had adequate opportunity to comment on the scientific, economic and policy questions associated with the two rulemakings, and EPA has carefully reviewed and responded to the public's comments. We and others have raised concerns about the scientific questions associated with the two standards and the enormous economic impacts tighter standards would have in virtually every state because of new nonattainment areas that would be created.

The Clean Air Act has caused significant air quality improvements throughout the U.S. For example, the number of ozone nonattainment areas has declined from 98 in 1991 to less than 70 today (based on 1993-1995 air quality data). Further improvements in air quality are projected to occur as regulatory control programs mandated by the 1990 Clean Air Act Amendments continue to reduce precursors of ozone and fine particles. Based on available scientific research, we believe the current NAAQS for ozone is protective of human health. Because of the undetermined health benefits and the potentially enormous compliance costs associated with a more stringent PM-2.5 standard, the current PM-10 standard should be retained while research is undertaken to provide answers to a host of questions.

More stringent standards for either ozone or PM will create many new nonattainment areas around the country. Depending on the standard chosen by EPA, the number of new nonattainment areas could double or triple. Existing nonattainment areas still striving to achieve current standards will face even more difficult goals. The governors of some 15 states have written to EPA Administrator Browner or others expressing their concerns about possible changes.

The decision about whether to change the standards should not be made prematurely, but, if appropriate, only after the full regulatory process has been followed. This must include

Send to Derskind
for Reply?

CC: John Angell
CC: Sally Katzen

Yes ☒

No ☐

cc: Leon Panetta
11

soliciting public comment on the threshold question of whether the standards should be changed, not just on the form new standards might take. EPA cannot solicit meaningful public comment on whether the standards should be changed unless the possibility of retaining the current standards is proposed.

We are distressed that EPA has refused, so far, to include such an option and we strongly urge you to direct EPA to do so.

Sincerely,



V. G. Beghini
President
Marathon Oil Company



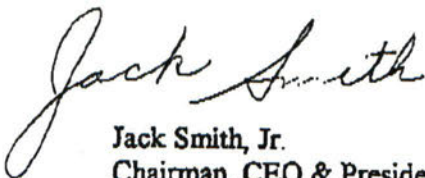
Lucio Noto,
Chairman & CEO
Mobil Oil Corporation



Bob Eaton, Chairman
Chairman & CEO
Chrysler Corporation



L. R. Raymond
Chairman & CEO
Exxon Corporation



Jack Smith, Jr.
Chairman, CEO & President
General Motors Corporation



H. L. Fuller
CEO & Chairman
Amoco Corporation



Alex Trotman
Chairman, President & CEO
Ford Motor Company

cc: The Honorable Carol Browner, Administrator
U.S. Environmental Protection Agency
401 M Street, SW
Washington, D.C. 20460

The Honorable Sally Katzen, Administrator
Office of Information and Regulatory Affairs
Office of Management and Budget
17th Street and Pennsylvania Avenue, NW
Washington, D.C. 20585