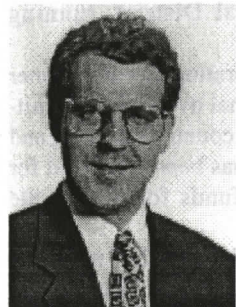


## LEGISLATURE APPROVES PARENTAL CONTROL OVER TEEN DRIVERS

### From Senate Media

■(OKLAHOMA CITY) The State Senate has given approval to a measure giving parents a say in whether their teenagers can get a driver's license.

"Having a driver's license is a privilege and a tremendous responsibility," said Senator Brad Henry, principal author of the bill.



Rep. Brad Henry

"Unfortunately, some teenagers simply are not mature enough or responsible enough to handle it. But under current law, even if a parent has a real concern about their child, there's nothing they can do to stop them from getting a driver's license as soon as they turn 16," said Henry, D-Shawnee.

That would change if Governor Frank Keating signs **Senate Bill 1115** into law. Under SB1115, a parent would be able to file an objection with the local Department of Public Safety testing office to prevent their minor child from receiving a driver's license. Once a license is issued, parents would also have the ability to revoke a minor's driver's license until age 18. A revocation would re-

main in effect for at least three months.

"I believe this bill will give parents an important tool to help their teenagers become more responsible adults. If they have a real concern about a child's behavior, whether it's a matter of defying a curfew, skipping school, or drug or alcohol use, they should definitely have a say in whether this person would be allowed to drive. It may be the incentive some kids need to straighten up. It could save lives," said Henry.

Shawnee Representative Bob Weaver is House author of the bill.



Rep. Bob Weaver

"We're all very concerned about public safety, and about strengthening our families. I believe this bill will help address both those issues in a positive way. If we want parents and families to be more accountable for what

their children are doing, then we need to make sure the law is on the parent's side. This is what SB1115 does," said Weaver.

The measure now awaits the Governor's signature.

## FAA RELEASES CHALLENGE 2000 FINDINGS

### From Federal Aviation Administration

■(WASHINGTON) The Federal Aviation Administration (FAA) will streamline its rule making process, revamp its Regulation and Certification organization, and build world centers of excellence in aviation safety, as part of a plan to keep the agency apace with the rapidly evolving aviation industry as America enters the 21st century.

*"Although the changes, in the long run, will be dramatic, we are taking a measured approach that will ensure our actions enhance aviation safety."*

"The FAA must prepare now to meet the combined challenges of rapidly changing technologies, and unprecedented growth in air travel in the future," FAA Administrator David R. Hinson said recently while unveiling the findings of the Challenge 2000 project, an exhaustive review of how FAA responds to changing needs in the aviation industry. "That's why last year I asked two independent sources to take a top-to-bottom look at our safety regulation and certification operation."

"In the spirit of common sense government, the President's reinventing government effort, we are taking a hard look at how we can work better for our customers into the next century. The recommendations of Challenge 2000 will help us chart a course from where we are now, to where we need to be in the future," Hinson said. "I have established a leadership team from within the Regulation and Certification organization that will spend 120 days reviewing the recommendations and implementing those we decide to accept."

Praising the impressive U.S. aviation safety record, the Challenge 2000 report notes that if the present accident rate remains constant while demand for air travel grows at a rate of approximately five percent annually over the next decade, there will be an increase in the number of aviation accidents in the next 10 to 15 years. Achieving the FAA's "zero accident rate" will require a new sense of purpose on the part of the FAA and the industry it regulates, the report states.

Hinson emphasized that any changes in the Regulation and Certification organization will be done methodically, over a period of three to six years. "The Regulation and Certification organization has done a

*See Challenge 2000, page 5*

## MAPS BALLPARK REVISED PLANS DUE IN JUNE FOR JULY BIDS; MAYOR TO HOLD SPECIAL MEETING WITH BOARD COMMITTEE IN JUNE

### From CITYnet

■(OKLAHOMA CITY) Members of the MAPS Citizens Oversight Board were told Thursday that the final, revised plans for the Bricktown Ballpark will be delivered in June and that the second round of construction bids will be taken in July. Board Member Bert Cooper said Mayor Ron Norick told a special "Mayor's Committee" yesterday about the plans and said the Construction Review Subcommittee will hold a special meeting on June 14 to consider the plans and be briefed by the mayor. The entire MAPS Citizens Oversight Board will also hold a special meeting on June 17 to consider the plans which will then be presented to the City Council for consideration on Tuesday the 18th. That timeline left one board member wondering if the citizens board was a "rub-

ber stamp" since the full board will have only one day to consider the revised plans.

The board was also told — for the third time — that funding for the highly-touted Local Business Utilization Plan was running out and would be gone in four months. This plan was devised as a way to encourage local, small, minority-owned business to participate in MAPS. Project Coordinator FSB said it has no plans to continue the LBU past its contractually-required cut-off date, but suggested the city take over the LBU process and apply it to all city projects. City officials said there were no plans to continue or expand the LBU at this time.

*"It is much safer to obey than to rule."*  
Thomas à Kempis