

**STATEMENT OF
COMMISSIONER MIGNON L. CLYBURN**

Re: Amendment of Parts 1, 2, 15, 90 and 95 of the Commission's Rules to Permit Radar Services in the 76-81 GHz Band, ET Docket No. 15-26

The first gasoline-powered automobile driven on American soil was built by John William Lambert in 1891. Then referred to as a “horseless carriage,” it drove on three wheels – with two large wheels in the rear and one smaller wheel in the front. It used a lever for steering and ran on a one-cylinder engine. According to Ohio legend, the first car accident in American history occurred that same year in Ohio City when Lambert’s vehicle hit the roots of a tree stump and crashed into a hitching post. Fortunately, no one suffered major injuries, and with help, the car continued on its way.

The transportation landscape has advanced significantly since Lambert’s early experiments. What has not changed, however, is the critical importance of vehicle safety. While we enthusiastically harness new technology that will ultimately propel us to a driverless future, we must maintain our focus on safety – and radar applications play an important role.

Vehicular radars serve multiple safety functions, including the ability to determine the distance and movement of objects adjacent to vehicles, which helps to improve a driver’s perception in poor visibility conditions. Those of us who use adaptive cruise control or collision avoidance systems know just how important and beneficial automotive radar applications can be. And today’s decision will foster even more innovation for vehicular as well as non-vehicular radar systems, such as foreign object debris detection radars on airport runways and aircraft wingtip radars.

Back in 1891, it was unlikely that Lambert could have predicted these spectacular advances in transportation. Today, we too, are limited in predicting the innovative landmarks sure to be realized over the next 10, let alone 100 years. It is my hope that this item will open the door to many exciting possibilities.

Thank you, Julie Knapp and the staff of the Office of Engineering and Technology for your important work on this item.