

# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE WEDNESDAY  
October 8, 1980

DOT 85-80  
Contact: William Bishop  
Tel.: 202-426-4321

DAYLIGHT SAVING TIME  
ENDS ON OCTOBER 26

Most of the nation will return to Standard Time at 2 a.m., Sunday, October 26.

Clocks should be set back one hour.

Under the Uniform Time Act, administered by the U.S. Department of Transportation, Standard Time is observed from the last Sunday in October until the last Sunday in April.

Daylight Saving Time will return at 2 a.m., Sunday, April 26, 1981.

Areas that do not observe Daylight Saving Time are Arizona, Hawaii, Puerto Rico, Virgin Islands, American Samoa and that portion of Indiana within the Eastern Time Zone.

For further information: Jack Lusk (202) 426-4723

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U.S. DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
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# U. S. Department of Transportation



## news:

Office of Public Affairs

Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
October 14, 1980

DOT 86-80  
Contact: Wilbur Martin  
Tel.: 202/426-4321

AUTO SUPPLIERS FACE  
\$80 BILLION RETOOLING,  
SAYS SECRETARY GOLDSCHMIDT

Secretary of Transportation Neil Goldschmidt today said the automobile supplier industries will virtually have to match "dollar for dollar" the \$80 billion manufacturers will spend to retool to produce fuel-efficient small cars the American consumer demands.

"The supply industry faces a revolution just over changes in the product," Goldschmidt said, "A revolution which will require a virtual dollar-for-dollar match--\$80 billion to match the manufacturers' \$80 billion--just to stay even with the pace of change.

"Moreover, the suppliers may face the same capital dilemma as the manufacturers: the need to raise enormous sums of money to compete in the future, while facing substantial losses in the present."

Goldschmidt spoke in Cleveland, Ohio, to the Cleveland Engineering Society.

He said the realities of the world's energy supplies had caused a permanent switch in demand by U.S. consumers for smaller, more efficient cars, causing the transition "and pain" the nation's automobile and supplier industries are now undergoing.

Goldschmidt said:

"Today, we are confronted by a new international economy that places a premium on productivity, product quality, innovation and exports."

- more -

He said the U.S. automobile industry is competing in a single world auto market where European and Japanese manufacturers have had the advantage because they had the capacity to "produce the product the market is demanding."

To catch up, he added, "the most obvious change already underway is the transformation of the auto."

Goldschmidt said this new product has major implications for suppliers and workers: "Between 1975 and 1980, American autos shed 500 pounds of steel and iron per car--a drop of 2.2 million tons of steel and 12,200 jobs in that basic industry; 700,000 tons of iron and 8,500 jobs in that industry."

"Between 1980 and 1985, we anticipate a further reduction in steel of 400 pounds per car, and another 200 pounds of iron; by 1990, each car made in this country will have roughly 1,100 pounds less of steel and 450 pounds less of iron than it had in 1975."

"In a second step, we are seeing a shift from rear wheel drive to front wheel drive--and again, the transformation washes across suppliers."

Goldschmidt said that while the automobile industry faces strong challenges, "as we approach the next decade the industry will have made the investments required to produce major technological breakthroughs--in engine techniques, fuel management, electronics and design aerodynamics."

The current situation facing the automobile and supplier industries, Goldschmidt said, is made more complicated by the current situation in world trade.

"Not only is our competition in the world well positioned because of their earlier adaptation to energy costs, in addition, many of them are well financed because of their special relationships to their nation's governments and banks."

"Moreover, while the nations of the world with whom we compete continue to mouth the words "free trade", it is increasingly clear that what they do is a far cry from what they said."

"Without prejudging the case that is before the International Trade Commission on this matter, let me simply observe what I believe to be the true issue: the threat of injury to this country's industrial base in the future should imports continue to penetrate our market in the 30 percent range."

"In my view, the damage would be unacceptable--it would represent a permanent shrinkage of our industrial base: a loss of 75,000 jobs in the auto sector, and an additional 250,000 to 300,000 jobs among the suppliers."

# U. S. Department of Transportation

# news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE WEDNESDAY  
October 15, 1980

DOT 88-80  
Contact: Wilbur Martin  
Tel.: 202/426-4321

## TRANSPORTATION SECRETARY NAMES CONGRESSIONAL GROUP TO WORK WITH AUTO INDUSTRY COMMITTEE

Secretary of Transportation Neil Goldschmidt today announced the formation of a bi-partisan Congressional group to work with the Auto Industry Committee established by the President.

Goldschmidt is chairman of the committee, which includes representatives of labor, the auto industry and government.

The President established the committee as a permanent mechanism to discuss problems of the automobile industry when he announced his program to aid the economically-ailing industry last summer.

All the members of the Congressional group have been active in dealing with problems of the automobile industry.

The Congressional group "will be a tremendous asset to our efforts to revitalize and improve the domestic auto industry," Goldschmidt said.

Members from the Senate include: Senators Henry Jackson (D-Wash.); Howard Cannon (D-Nev.); Gaylord Nelson (D-Wisc.); Mark Hatfield (R-Ore.); Thomas Eagleton (D-Mo.); Bob Packwood (R-Ore.); John Glenn (D-Ohio); Howard Metzenbaum (D-Ohio); Daniel Moynihan (D-N.Y.); Donald Riegle (D-Mich.); Bill Bradley (D-N.J.); Carl Levin (D-Mich.); Paul Tsongas (D-Mass.).

House Members are: Representatives John Dingell (D-Mich.); Thomas Ashley (D-Ohio); John Brademas (D-Ind.); Elwood Hillis (R-Ind.); Stewart McKinney (R-Conn.); Benjamin Gilman (R-N.Y.); James Scheuer (D-N.Y.); James Blanchard (D-Mich.); William Broadhead (D-Mich.); Bob Carr (D-Mich.); Philip Sharp (D-Ind.); Adam Benjamin (D-Ind.); Richard Gephardt (D-Mo.); Mary Rose Oaker (D-Ohio).

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U.S. DEPARTMENT OF TRANSPORTATION  
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# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE 12:00 NOON  
October 16, 1980

DOT 89-80  
Contact: Wilbur Martin  
Tel.: 202-426-4321

## DOT APPROVES \$2.3 MILLION GRANT FOR TRACK REPAIRS BETWEEN DES MOINES-IOWA FALLS

The U.S. Department of Transportation today made available \$2.3 million for track repairs on the old Rock Island line between Iowa Falls, Iowa, and Des Moines so grain shipments can continue through the current harvest.

DOT's Federal Railroad Administration certified the 73-mile segment for directed service and recommended to the Interstate Commerce Commission that the Chicago and North Western railroad provide the service.

The CNW, which has been providing interim service, will use the funds from the Rock Island Railroad Transition and Employees Assistance Act, Section 104, to make the track repairs over the next 60 days. All other costs associated with the directed service will be covered by the CNW.

The bankrupt Rock Island is now being liquidated.

Directed service certification came after the CNW advised the FRA emergency track repairs were needed. The ICC has authority to issue the directed service order after FRA certification.

The directed service order is a temporary measure. Major upgrading of the line will take place after its sale by the trustee of the bankrupt railroad.

The CNW, Kansas City Southern and several Iowa shipper associations have expressed interest in buying all or portions of the Rock Island after its final liquidation.

Eventually, the 73-mile segment of track being repaired will become part of an envisioned high speed line from Minneapolis-St. Paul through Des Moines to Kansas City--a "grain funnel" to provide farmers a fast, dependable method to move their crops to major markets, including export.

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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE WEDNESDAY  
October 22, 1980

DOT 90-80  
Contact: Clyde T. Linsley  
Phone : 202/426-2147

## DOT TAKES ACTIONS ON NATIONAL AIRPORT

The U.S. Department of Transportation said today it is seeking public comment on proposed new systems for allocating takeoff and landing slots at Washington National Airport.

In a news conference at the airport, DOT General Counsel Thomas G. Allison said the department was seeking public comment on slot allocation systems that would permit a reduction in flights to the airport after April 26, 1981, while also attempting to ensure adequate service to small and medium-sized cities.

"We are proposing three alternatives: an administrative allocation formula, a slot auction, or continuation of the existing airline scheduling committee," Allison said.

Allison also announced that Secretary Goldschmidt had decided to defer until April 26, 1981, implementation of the National Airport policy, which was announced in August. This action is the result of the delay, ordered by Congress, which prevents the implementation of one provision of the policy calling for a reduction in the total number of aircraft operations.

"Our policy was a package that resulted from a conscientious effort to balance the needs of air travelers with the airport's neighbors' demonstrated need for noise relief," Allison said. "It must be implemented as a package."

National Airport is one of four commercial airports in the United States operating under FAA "High Density Rules," which limit the number of takeoffs or landings that may occur during the course of a day. The three other airports that operate under High Density Rules are New York's LaGuardia and John F. Kennedy airports and Chicago's O'Hare airport.

Available take-off and landing slots are then distributed to airlines who use the airport by scheduling committees composed of airline representatives. The committees for each airport normally meet twice a year to assign slots for the next six months.

On October 14, the National Airport scheduling committee notified DOT that it had been unable to reach agreement on slot allocations. DOT immediately began seeking public comment on emergency allocation procedures for use between December 1, 1980, and April 26, 1981, and announced it would soon begin a rulemaking procedure for drafting a permanent allocation formula.

Comments on the emergency allocation procedure will be accepted through Thursday, October 23, with a decision expected soon thereafter.

Comments on the proposed permanent allocation procedures will be received for 60 days following the date of publication of the Notice of Proposed Rulemaking anticipated in the Federal Register on October 27.

The three proposed allocation systems include:

- \* An administrative formula, which would be developed by the Department of Transportation to assign slots on a fair and systematic basis.
- \* A slot auction, in which slots could be sold to the highest bidder, with special considerations for small and medium city carriers. Carriers might also be permitted to trade allocations among themselves.
- \* Continuation of the airlines scheduling committee method.

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October 27, 1980

DOT-80-43  
Contact: Edward Robinson  
Phone (202) 426-4331

## U.S. CITIZEN SHARE OF MARKET DROPS TO 44 PERCENT IN AUGUST

DOT's Office of International Policy and Programs reports that although total U.S. international air travel rose almost six percent in August 1980, the U.S. citizen share declined to 44 percent, which is believed to be the lowest proportion in history. In August 1979, the U.S. citizen share was 48 percent. For August 1980 over the previous August, U.S. citizen travel declined almost 3 percent while non-citizen traffic rose 14 percent. U.S. flag carriers transported 49 percent of the passengers in August 1980 compared to 50 percent in August 1979. Total scheduled traffic increased by almost nine percent, while charter passengers declined by approximately 21 percent.

This report on international air traffic trends is issued by the Office of International Policy and Programs, International Aviation Division. These statistics are developed by the DOT Transportation Systems Center in Cambridge, Massachusetts, from Immigration and Naturalization Service Form I-92 flight reports. U.S.-Canada air travel is not included in these statistics.

Please read the Technical Notes Section before interpreting the statistics.

### WORLD TRENDS

For the month of August 1980, compared to August 1979, total passengers on U.S. airlines increased nearly 4 percent, while non-U.S. carriers recorded a traffic increase of over 7 percent. Scheduled passenger traffic was up 8 and 10 percent on U.S. flag carriers and non-U.S. carriers, respectively. Charter travel declined by 19 percent on U.S. airlines and 24 percent on non-U.S. carriers.

TABLE 1

PASSENGER TRAVEL BETWEEN U.S. AND THE WORLD  
Arrivals and Departures

PERIOD	TOTAL PASSENGER TRAFFIC				SCHEDULED SERVICE				CHARTER SERVICE				
	Total Traffic 000s	80/79 % Chnge	U.S. Ctzn %	U.S. Flag %	U.S. Flag 000s	Other Flag (%)	Other Flag 000s	(%)	Charter as % of Total	U.S. Flag 000s	Other Flag (%)	Other Flag 000s	(%)
Aug 80	4,562	+5.9	44	49	2,039 ( 48)	2,196 ( 52)	7	213 ( 65)	115 ( 35)				
Aug 79	4,307		48	50	1,892 ( 49)	1,999 ( 51)	10	264 ( 63)	152 ( 37)				
Jul 80	4,258	+1.6	48	48	1,857 ( 47)	2,082 ( 53)	7	206 ( 65)	113 ( 35)				
Jul 79	4,190		51	50	1,752 ( 48)	1,917 ( 52)	12	347 ( 67)	174 ( 33)				
Jun 80	3,663	+6.0	52	49	1,615 ( 47)	1,790 ( 53)	7	165 ( 64)	93 ( 36)				
Jun 79	3,455		54	51	1,528 ( 49)	1,588 ( 51)	10	239 ( 71)	99 ( 29)				

## REGIONAL TRENDS

The African Region posted the largest percentage increase (31) percent for the month of August 1980 compared to August 1979. South America (18 percent), the Far East (12 percent) and Central America/Mexico (11 percent) experienced significant gains in passenger traffic for this period. However, declines in passenger traffic were reported for the Caribbean (6 percent), the Middle East (9 percent), and Oceania (5 percent). Total charter service for the U.S.-Caribbean dropped approximately 47 percent with scheduled service down one percent. Scheduled service declined by 23 percent in the Middle East region.

## COUNTRY TRENDS

The United Kingdom continues to rank the highest of the top 50 U.S. country markets, with Mexico, Japan, West Germany, and the Bahama Islands completing the top five markets. For August 1980, compared to August 1979, the U.S.-U.K. market grew by 15 percent with an increase of 97,000 passengers, while the U.S.-West Germany market realized a 17 percent increase and 47,000 more passengers. Large relative passenger increases were experienced by Singapore (200 percent), Saudi Arabia (90 percent), Costa Rica (53 percent), and Honduras (32 percent).

Twenty of the top 50 countries suffered declines in passengers for the month of August 1980 compared to August 1979. The most severe declines were recorded by Guatemala (34 percent), Jamaica (25 percent), Netherland Antilles (17 percent), Greece (14 percent) and French Polynesia (16 percent).

West Germany is the top charter market for the month of August 1980, with the United Kingdom, the Bahama Islands, France and Switzerland completing the top five charter markets.

TABLE 2

PASSENGER TRAVEL BETWEEN U.S. AND WORLD REGIONS  
Arrivals and Departures

REGION	PERIOD	TOTAL PASSENGER TRAFFIC					SCHEDULED SERVICE				CHARTER SERVICE				
		Pct of Total	Total Traffic 000s	80/79 % Chnge	U.S. Ctzn %	U.S. Flag %	U.S. Flag 000s	Other Flag 000s	Other Flag %	Charter as % of Total	U.S. Flag 000s	Other Flag 000s	U.S. Flag %	Other Flag %	
All Regions	Aug 80	--	4562	+5.9	44	49	2039	( 48)	2196	( 52)	7	213	( 65)	115	( 35)
	Aug 79	--	4307		48	50	1892	( 49)	1999	( 51)	10	264	( 63)	152	( 37)
	YTD 80	--	27204	+6.6	49	50	12217	( 48)	13181	( 52)	7	1319	( 73)	487	( 27)
	YTD 79	--	25516		53	51	11159	( 49)	11846	( 51)	10	1845	( 73)	666	( 27)
Central Am & Mex	Aug 80	16	712	+10.8	46	53	368	( 52)	334	( 48)	1	9	( 95)	0	( 5)
	Aug 79	15	643		52	57	351	( 56)	279	( 44)	2	13	( 96)	0	( 4)
	YTD 80	18	4833	+9.6	56	54	2486	( 53)	2194	( 47)	3	147	( 96)	6	( 4)
	YTD 79	17	4409		60	56	2259	( 54)	1924	( 46)	5	203	( 90)	23	( 10)
Carib- bean	Aug 80	15	695	-5.7	61	69	442	( 67)	213	( 33)	6	37	( 93)	3	( 7)
	Aug 79	17	736		63	66	431	( 65)	229	( 35)	10	54	( 71)	22	( 29)
	YTD 80	18	4879	+1.2	69	69	2840	( 66)	1480	( 34)	11	534	( 96)	24	( 4)
	YTD 79	19	4822		70	68	2656	( 65)	1424	( 35)	15	632	( 85)	110	( 15)
South America	Aug 80	8	372	+17.7	23	46	172	( 46)	200	( 54)	0	0	( 44)	0	( 56)
	Aug 79	7	316		26	45	141	( 45)	174	( 55)	0	1	( 49)	1	( 51)
	YTD 80	8	2232	+20.3	27	45	984	( 45)	1225	( 55)	1	20	( 90)	2	( 10)
	YTD 79	7	1855		32	45	788	( 44)	1018	( 56)	3	44	( 90)	5	( 10)
Europe	Aug 80	44	2026	+6.2	48	44	746	( 42)	1035	( 58)	12	155	( 63)	91	( 37)
	Aug 79	44	1908		52	45	674	( 42)	925	( 58)	16	190	( 62)	118	( 38)
	YTD 80	39	10507	+3.3	49	43	3950	( 41)	5614	( 59)	9	559	( 59)	383	( 41)
	YTD 79	40	10171		54	45	3640	( 41)	5138	( 59)	14	904	( 65)	489	( 35)
Africa	Aug 80	1	34	+30.7	40	40	14	( 40)	20	( 60)	0	0	( 0)	0	( 0)
	Aug 79	1	26		45	47	12	( 47)	14	( 53)	0	0	( 0)	0	( 0)
	YTD 80	1	192	+12.7	50	42	78	( 41)	111	( 59)	1	3	( 97)	0	( 3)
	YTD 79	1	170		58	49	77	( 48)	84	( 52)	5	6	( 67)	3	( 33)
Middle East	Aug 80	2	79	-8.6	52	35	21	( 33)	43	( 67)	18	6	( 44)	8	( 56)
	Aug 79	2	86		49	21	15	( 18)	68	( 82)	4	3	( 95)	0	( 5)
	YTD 80	2	422	-5.8	59	35	122	( 33)	249	( 67)	12	23	( 46)	27	( 54)
	YTD 79	2	448		56	26	101	( 23)	330	( 77)	4	15	( 90)	2	( 10)
Far East	Aug 80	12	534	+12.1	24	43	223	( 43)	294	( 57)	3	6	( 31)	12	( 69)
	Aug 79	11	477		24	44	205	( 44)	257	( 56)	3	3	( 22)	11	( 78)
	YTD 80	12	3315	+14.3	26	42	1356	( 42)	1886	( 58)	2	28	( 39)	44	( 61)
	YTD 79	11	2901		26	45	1264	( 45)	1573	( 55)	2	31	( 49)	33	( 51)
Oceania	Aug 80	2	109	-5.0	34	49	54	( 49)	55	( 51)	0	0	( 0)	0	( 100)
	Aug 79	3	115		34	54	62	( 54)	53	( 46)	0	0	( 0)	0	( 100)
	YTD 80	3	825	+11.4	39	49	399	( 49)	421	( 51)	0	4	( 93)	0	( 7)
	YTD 79	3	740		39	52	373	( 51)	355	( 49)	2	10	( 81)	2	( 19)

Source: DOT, Transportation Systems Center

See Technical Notes

TABLE 3

PASSENGER TRAVEL BETWEEN U.S. AND OTHER COUNTRIES  
Top Fifty Countries Ranked By Total Number of Passengers for August 1979 and 80

COUNTRY	MONTH Aug of:	Rank	TOTAL PASSENGER TRAFFIC				SCHEDULED SERVICE				Charter as % of Total	CHARTER SERVICE			
			Total Traffic 000s	80/79 % Chnge	U.S. Ctzn %	U.S. Flag %	U.S. Flag 000s	(%)	Other Flag 000s	(%)		U.S. Flag 000s	(%)	Other Flag 000s	(%)
Unit Kingdom	80	1	733	+15.3	43	48	321	( 48)	352	( 52)	8	33	( 56)	26	( 44)
	79	1	636		48	52	313	( 53)	278	( 47)	7	15	( 34)	30	( 66)
Mexico	80	2	600	+14.1	48	54	315	( 53)	276	( 47)	1	9	( 99)	0	( 1)
	79	2	525		54	58	292	( 57)	221	( 43)	2	12	( 99)	0	( 1)
Japan	80	3	353	+4.6	17	47	165	( 48)	181	( 52)	2	0	( 0)	7	(100)
	79	3	337		17	46	155	( 47)	174	( 53)	3	1	( 10)	8	( 90)
Germany-West	80	4	318	+17.7	53	54	120	( 49)	122	( 51)	24	52	( 68)	25	( 32)
	79	4	271		51	48	79	( 44)	100	( 56)	34	49	( 54)	42	( 46)
Bahama Isllds	80	5	213	+2.8	69	80	143	( 77)	42	( 23)	13	26	( 97)	1	( 3)
	79	5	207		70	79	125	( 75)	42	( 25)	19	38	( 98)	1	( 2)
France	80	6	178	+2.2	39	55	74	( 48)	79	( 52)	14	25	( 99)	0	( 1)
	79	6	174		42	57	62	( 45)	74	( 55)	22	38	( 99)	0	( 1)
Venezuela	80	7	150	+24.3	15	57	85	( 57)	64	( 43)	0	0	( 3)	0	( 97)
	79	9	120		17	54	65	( 54)	56	( 46)	0	0	( 0)	0	(100)
Italy	80	8	142	-1.6	60	54	70	( 52)	64	( 48)	5	7	( 92)	1	( 8)
	79	7	144		63	57	68	( 52)	62	( 48)	10	14	(100)	0	( 0)
Bermuda	80	9	114	+1.9	88	100	113	(100)	0	( 0)	1	1	(100)	0	( 0)
	79	10	111		89	100	111	(100)	0	( 0)	0	0	(100)	0	( 0)
Netherlands	80	10	112	-9.9	49	15	16	( 16)	84	( 84)	10	1	( 8)	10	( 92)
	79	8	124		52	27	28	( 24)	90	( 76)	5	6	( 92)	1	( 8)
Dominican Re	80	11	96	+4.3	45	56	53	( 55)	43	( 45)	0	0	( 86)	0	( 14)
	79	12	92		47	57	53	( 57)	39	( 43)	0	0	( 63)	0	( 37)
Scandinavia	80	12	90	+2.3	51	19	16	( 19)	70	( 81)	4	1	( 25)	3	( 75)
	79	13	88		52	16	14	( 17)	67	( 83)	9	1	( 11)	7	( 89)
Ireland	80	13	78	-5.8	65	44	25	( 37)	42	( 63)	14	9	( 83)	2	( 17)
	79	14	83		77	41	10	( 20)	40	( 80)	40	24	( 72)	9	( 28)
Jamaica	80	14	76	-24.8	42	30	22	( 30)	52	( 70)	2	1	( 54)	1	( 46)
	79	11	101		52	25	23	( 24)	72	( 76)	5	2	( 31)	4	( 69)
Switzerland	80	15	75	+6	47	15	0	( 0)	54	(100)	28	11	( 54)	10	( 46)
	79	15	75		47	20	1	( 1)	49	( 99)	33	14	( 57)	11	( 43)
Spain/Balr I	80	16	74	-.8	49	34	24	( 38)	40	( 62)	13	1	( 6)	9	( 94)
	79	16	74		55	44	29	( 49)	30	( 51)	20	4	( 26)	11	( 74)
Belgium	80	17	68	+28.4	39	56	35	( 54)	30	( 46)	3	2	(100)	0	( 0)
	79	21	53		43	54	22	( 47)	24	( 53)	13	7	(100)	0	( 0)
Colombia	80	18	64	+9.3	28	27	17	( 26)	47	( 74)	0	0	( 67)	0	( 33)
	79	17	59		33	25	15	( 25)	44	( 75)	0	0	(100)	0	( 0)
Brazil	80	19	53	+14.8	31	50	27	( 50)	26	( 50)	0	0	( 0)	0	( 0)
	79	22	46		38	48	22	( 49)	23	( 51)	2	0	( 38)	0	( 62)
Israel	80	20	52	-3.8	57	22	6	( 16)	32	( 84)	26	5	( 41)	8	( 59)
	79	19	54		60	14	4	( 8)	46	( 92)	6	3	( 95)	0	( 5)
Korea-South	80	21	48	+18.6	36	22	10	( 24)	34	( 76)	8	0	( 0)	4	(100)
	79	23	40		34	18	7	( 19)	31	( 81)	4	0	( 0)	2	(100)
Greece	80	22	49	-13.9	69	51	23	( 48)	24	( 52)	5	3	(100)	0	( 0)
	79	18	57		73	56	28	( 53)	25	( 47)	8	4	(100)	0	( 0)
Neth Antills	80	23	44	-17.0	66	75	31	( 74)	11	( 26)	4	2	(100)	0	( 0)
	79	20	53		72	67	33	( 66)	17	( 34)	5	2	( 89)	0	( 11)
Hong Kong	80	24	39	+20.2	48	69	26	( 68)	12	( 32)	3	1	(100)	0	( 0)
	79	30	32		53	73	23	( 75)	8	( 25)	6	1	( 41)	1	( 59)
Trinidad/Tob	80	25	39	+13.4	27	31	10	( 27)	26	( 73)	6	2	( 79)	0	( 21)
	79	26	34		27	40	12	( 37)	21	( 63)	4	1	(100)	0	( 0)
Australia	80	26	37	-6.7	29	42	16	( 42)	21	( 58)	0	0	( 0)	0	( 0)
	79	24	40		26	47	19	( 47)	21	( 53)	0	0	( 0)	0	( 0)

TABLE 3(Cont'd)

PASSENGER TRAVEL BETWEEN U.S. AND OTHER COUNTRIES  
Top Fifty Countries Ranked By Total Number of Passengers for August 1979 and 80

COUNTRY	MONTH Aug of:	TOTAL PASSENGER TRAFFIC					SCHEDULED SERVICE				CHARTER SERVICE				
		Rank	Total Traffic 000s	80/79 % Chnge	U.S. Ctzn %	U.S. Flag %	U.S. Flag 000s	Other Flag 000s	U.S. Flag (%)	Other Flag (%)	Charter as % of Total	U.S. Flag 000s	Other Flag 000s	U.S. Flag (%)	Other Flag (%)
Portugal	80 79	27 27	33 34	-1.5	55 51	53 40	11 10	( 41) ( 32)	15 20	( 59) ( 68)	22 11	7 4	(100) (100)	0 0	( 0) ( 0)
Panama Rep	80 79	28 29	32 32	-1.9	41 43	63 72	20 23	( 62) ( 72)	12 9	( 38) ( 28)	1 1	0 0	(100) (100)	0 0	( 0) ( 0)
Philippines	80 79	29 33	32 26	+20.1	44 48	40 49	11 13	( 38) ( 49)	18 13	( 62) ( 51)	6 0	1 0	( 71) ( 0)	1 0	( 29) ( 0)
Haiti	80 79	30 28	31 33	-7.1	38 42	91 83	28 27	( 91) ( 83)	3 6	( 9) ( 17)	1 0	0 0	(100) ( 99)	0 0	( 0) ( 1)
Ecuador	80 79	31 32	30 27	+13.9	28 30	37 35	11 9	( 37) ( 35)	19 17	( 63) ( 65)	0 0	0 0	( 0) ( 0)	0 0	( 0) ( 0)
Argentina	80 79	32 35	28 23	+21.4	21 20	49 49	13 11	( 49) ( 49)	14 12	( 51) ( 51)	0 0	0 0	( 0) ( 0)	0 0	( 0) ( 0)
New Zealand	80 79	33 34	27 24	+9.6	22 19	42 34	11 8	( 42) ( 34)	16 16	( 58) ( 66)	0 0	0 0	( 0) ( 0)	0 0	( 0) ( 0)
Taiwan/China	80 79	34 37	27 20	+29.7	29 33	18 23	5 3	( 18) ( 17)	22 16	( 82) ( 83)	0 7	0 1	( 0) (100)	0 0	( 0) ( 0)
Barbados	80 79	35 31	27 30	-10.9	56 58	61 72	16 21	( 61) ( 71)	11 8	( 39) ( 29)	0 2	0 1	( 33) ( 99)	0 0	( 67) ( 1)
Guatemala	80 79	36 25	26 39	-33.9	40 43	77 83	20 32	( 77) ( 83)	6 7	( 23) ( 17)	0 0	0 0	( 0) (100)	0 0	( 0) ( 0)
Peru	80 79	37 39	21 19	+8.7	32 35	39 42	8 8	( 39) ( 42)	13 11	( 61) ( 58)	0 0	0 0	( 0) ( 0)	0 0	( 0) ( 0)
Grand Cayman	80 79	38 40	20 19	+7.3	67 75	25 39	5 7	( 24) ( 38)	15 12	( 76) ( 62)	1 1	0 0	(100) (100)	0 0	( 0) ( 0)
Costa Rica	80 79	39 49	19 13	+53.2	42 44	40 13	8 2	( 41) ( 13)	11 11	( 59) ( 87)	1 2	0 0	( 0) ( 0)	0 0	(100) (100)
Honduras	80 79	40 45	18 13	+31.8	40 43	32 0	6 0	( 32) ( 0)	12 13	( 68) (100)	1 1	0 0	( 0) ( 0)	0 0	(100) (100)
Mariana Is	80 79	41 42	15 15	-3.4	44 51	94 97	14 15	( 94) ( 97)	1 0	( 6) ( 3)	0 0	0 0	( 0) ( 0)	0 0	( 0) ( 0)
India	80 79	42 48	15 13	+17.5	29 30	13 13	2 2	( 13) ( 13)	13 11	( 87) ( 87)	0 0	0 0	( 0) ( 0)	0 0	( 0) ( 0)
Poland	80 79	43 43	14 14	+2.4	45 54	20 33	3 3	( 24) ( 26)	9 9	( 76) ( 74)	16 14	0 1	( 0) ( 75)	2 0	(100) ( 25)
Fr Polynesia	80 79	44 41	13 16	-16.3	43 40	0 27	0 4	( 0) ( 27)	13 12	(100) ( 73)	1 0	0 0	( 0) ( 0)	0 0	(100) ( 0)
Iceland	80 79	45 46	13 13	+1.8	33 47	0 5	0 0	( 0) ( 0)	13 12	(100) (100)	0 6	0 1	( 0) ( 84)	0 0	( 0) ( 16)
Saudi Arabia	80 79	46 58	14 7	+89.7	53 58	100 100	13 7	(100) (100)	0 0	( 0) ( 0)	6 0	1 0	(100) ( 0)	0 0	( 0) ( 0)
Singapore	80 79	47 68	12 4	+199.9	37 45	19 19	1 1	( 12) ( 19)	10 3	( 88) ( 81)	8 0	1 0	(100) ( 0)	0 0	( 0) ( 0)
Chile	80 79	48 52	11 10	+7.5	26 25	42 47	5 5	( 42) ( 47)	6 5	( 58) ( 53)	0 1	0 0	( 0) (100)	0 0	( 0) ( 0)
Yugoslavia	80 79	49 47	11 13	-10.7	50 56	0 14	0 1	( 0) ( 11)	11 9	(100) ( 89)	0 16	0 1	( 0) ( 31)	0 1	( 0) ( 69)
Antigua	80 79	50 50	12 12	+6.0	50 58	56 55	7 6	( 56) ( 55)	5 5	( 44) ( 45)	0 0	0 0	( 83) ( 83)	0 0	( 17) ( 17)
Total-Above Countries	80 79		4392 4100	+7.1	45 48	50 51	1980 1830	( 49) ( 49)	2098 1894	( 51) ( 51)	7 9	204 247	( 65) ( 66)	111 129	( 35) ( 34)

Source: DOT, Transportation Systems Center

See Technical Notes

**U. S. DEPARTMENT OF TRANSPORTATION**  
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### TECHNICAL NOTES

- o These statistics are developed by DOT's Transportation Systems Center from the international flight reports (Forms I-92) collected by the U.S. Immigration and Naturalization Service (INS). This Center is the DOT's research and development facility for all modes of transportation, and is located in Cambridge, Massachusetts.
- o Canadian/U.S. travel is not included in these statistics because the data are not collected by the INS.
- o "Other flag" refers to carriers other than U.S. flag airlines.
- o The travel data for Denmark, Norway, and Sweden are combined and the total given as "Scandinavia," in Table 3.
- o Passenger data are based on passengers arriving at U.S. ports plus passengers departing from U.S. ports on commercial international flights.
- o A "0" in a passenger data cell indicates between 0 and 499 passengers.
- o Subtotal values may not add to totals because of independent rounding. Percentage changes are calculated from unrounded statistics and not from the rounded data contained in the tables.
- o These statistics may be revised later to reflect traffic contained in late and missing reports from airports.
- o Further technical information and more detailed statistics, including subscription information on published reports which contain additional data, may be obtained by writing or calling: Frank Carroll, Chief, Statistical Information Reporting Branch, Transportation Systems Center, Kendall Square, Cambridge, MA 02142 (telephone: (617) 494-2582).
- o Suggestions from users for improving either the scope, presentation, or utility this and future releases are invited. Contact Ed Robinson, Office of International Policy and Programs (P-44), Department of Transportation, 400 Seventh Street, S.W., Washington, DC 20590.

# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY  
October 28, 1980

DOT 93-80  
Contact: Dennis Deuschl  
Tel.: 202/426-3574

CARTER ADMINISTRATION SUPPORTS  
LEGISLATION TO EXTEND SEAWAY  
DEBT REPAYMENT SCHEDULE

Secretary of Transportation Neil Goldschmidt today announced that the Carter Administration would support legislation extending the payback period of the U.S. St. Lawrence Seaway debt.

David W. Oberlin, Administrator of the Saint Lawrence Seaway Development Corporation, indicated that he especially welcomed the Administration's position because it demonstrates high-level national recognition of the Seaway's economic importance and that positive action is being taken to help relieve the U.S. Seaway's anticipated financial needs in upcoming years.

Oberlin added that this change could substantially lower the amount of future Seaway toll increases and allow such increases to be based primarily on forecasted increases in the cost of operating the bi-national waterway. He noted that these savings would in turn be passed on to the seaway maritime community. Farmers, ports, maritime labor and vessel owners and operators would all benefit from the legislation which will reduce the impact of new tolls on future Seaway traffic and will help the Seaway retain its competitive position with other U.S. seacoasts.

If legislation currently pending in the U.S. House of Representatives is enacted, it would reduce the Seaway Corporation's annual debt payback requirement to the Treasury from \$5 million to about \$2 million. This would be possible through a 3-year extension of the maturity dates of the Seaway bonds. The U.S. Seaway debt currently amounts to \$111 million.

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# U. S. Department of Transportation

## news:

Office of Public Affairs



Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
October 29, 1980

DOT 94-80  
Contact: Clyde T. Linsley  
Phone : 202/426-2147

### DOT SETS TEMPORARY SLOTS AT WASHINGTON NATIONAL AIRPORT

The U.S. Department of Transportation today announced a temporary allocation of landing and takeoff slots for commercial airlines at Washington National Airport, beginning December 1.

The emergency allocations award 22 of the limited number of slots to two new entrants. Under the DOT decision, New York Air -- a new carrier proposing to operate low-fare service between National and New York City's LaGuardia Airport -- would receive 18 slots. Air North, the other carrier applying for service to National for the first time, would receive four slots.

Three additional carriers: Midway, Mid-South and Empire, would each receive two additional slots.

Slots set aside for new entrants will be spread throughout the day, with emphasis upon the airport's peak hours. The carriers will have an opportunity to decide how to reduce any existing services.

DOT's decision generally follows the outline of an option nearly approved by the National Airport Airline Scheduling Committee on October 8, a week before the committee informed the department that it had failed to reach agreement on slot allocations for the period December 1, 1980, through April 26, 1981. The carriers' failure to agree upon slot allocations, only one week before flight schedules were due to be submitted to the Official Airline Guide, left the decision on who would be permitted to use the airport in the hands of the federal government.

- more -

The department immediately notified the carriers and the public that it would receive comments and suggestions on how to resolve the impasse.

The comment period, which opened October 17, closed on October 23. DOT personnel have used the remaining time to develop the slot allocation system announced today.

The department received 37 comments during the comment period.

National is one of four airports in the United States which, because of traffic congestion and related problems, operate under special FAA "high density rules." These rules limit the number of takeoffs and landings that may occur during a day and require that commercial airline operations be allocated by a special committee of airline representatives.

The other airports operating under high density rules are New York's LaGuardia Airport and John F. Kennedy International Airport and Chicago's O'Hare International Airport.

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