



U.S. Department of  
Transportation

# News:

Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE FRIDAY  
June 8, 1984

DOT 74-84  
Contact: Mari Maseng  
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## HIGHWAY, MASS TRANSIT CONTRACT AWARDS TO MINORITY FIRMS EXCEED MANDATED PARTICIPATION LEVELS IN FIRST HALF OF FY 1984

Minority-owned and other economically disadvantaged business enterprises (DBEs) continued to make strong gains in highway and mass transit programs during the first six months of fiscal year 1984, Secretary of Transportation Elizabeth Hanford Dole announced today.

Preliminary estimates by the Federal Highway Administration (FHWA) indicate a record \$528 million in highway contract awards and subcontract commitments have been made to DBE firms since the fiscal year began October 1, 1983. This represents 13.7 percent of the total Federal-aid highway contract awards to date.

The Urban Mass Transportation Administration's (UMTA) preliminary statistics also show that contract awards to DBEs by mass transit grantees reached nearly \$137 million during the same period, representing 14.5 percent of the total mass transit contracts awarded.

Dole said that if the level of achievement in the DBE program continues at its present rate during the second half of the fiscal year, DBE highway and mass transit contracts are likely to exceed substantially the congressionally-mandated 10 percent participation level.

The Secretary added, "No less than one-third of state highway agencies are exceeding the minimum 10 percent level so far this year. This record of achievement, following as it does last year's landmark \$1 billion DBE program level for highways and mass transit, underscores the Reagan Administration's continuing commitment to ensure that small, minority-owned-and-operated businesses have fair and equal opportunities to compete for federally-funded transportation contracts throughout the nation."

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While applauding the DBE achievements reported so far this year, Secretary Dole emphasized that DOT will continue to monitor program activities to ensure that sham or front organizations will not undermine the integrity of the DBE program.

"Let it be understood that DOT places the strongest emphasis on eliminating any waste, fraud, or abuse in the DBE program," Secretary Dole said. "If a purported minority firm or a non-minority firm associated with it attempts to unjustly benefit from this program at the expense of legitimate minority firms seeking work in DOT-assisted contracts, the Department intends to pursue criminal, civil, and debarment actions at both federal and state levels."

Toward this end, Dole explained that DOT is working with the Department of Justice to discourage fraud and abuse, and to seek support for criminal prosecution in appropriate cases.

"When evidence of dishonesty or lack of business integrity is found, DOT will take full advantage of the new, Department-wide debarment regulations which will prevent offending prime contractors and subcontractors from bidding on DOT-assisted contracts nationwide."

# # #

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# News:

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Washington, D.C. 20590

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FOR IMMEDIATE RELEASE  
Friday, June 8, 1984

DOT 75-84  
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## DOLE PROPOSES SHIFTING WASHINGTON AIRPORTS TO LOCAL CONTROL

Secretary of Transportation Elizabeth Hanford Dole today proposed that Washington National and Dulles International airports be transferred from the federal government to an appropriate state, local or interstate government body.

Secretary Dole said, "I intend to submit legislation to the Congress in January to create an airport authority that would own and operate both Washington airports." Washington National and Dulles are owned and operated by DOT's Federal Aviation Administration.

Since there is no local agency prepared to take over the airports, it will require a consensus to develop such a body, she said. "Therefore, I am establishing an advisory commission to propose a plan for the transfer of the airports. I have named A. Linwood Holton, Jr., former Virginia governor and currently a Washington area businessman and attorney, to chair the committee.

"Except for Washington, every major airport in this country is owned and operated by state or local public authorities," the Secretary said. "Under these arrangements, the airports are responsive to the communities they serve and to their neighbors.

"Debates on airport use and future development are essentially local and regional issues that are best resolved by area officials.

"I think it is sound public policy for the Washington airports to be operated like the other major airports across the country."

The 15-member Advisory Commission on the Reorganization of the Metropolitan Washington Airports will include four Members of Congress, the mayor of the District of Columbia, the governors of Maryland and Virginia, three persons recommended by the Metropolitan Washington Council of Governments, representatives of the air carriers and private aircraft owners that use the airports, and two at-large members appointed by the Secretary of Transportation.

-more-

The Secretary said her plan was consistent with Congressional direction. The Senate, in its report on the Department's Fiscal 1984 Appropriations Act, directed the Secretary to work with all interested parties to promptly and finally establish "a comprehensive, permanent, and integrated" Washington airports plan and policy.

The commission will develop a proposal for the transfer of the Washington airports to an appropriate state, local or interstate governmental body. This could be an existing entity or a new organization. The committee will submit its report to the Secretary by Dec. 31, 1984.

#### Lower Passenger Limit Proposed for National

In a related action, Secretary Dole announced issuance of a proposed rule to reduce the annual passenger ceiling at Washington National Airport from the current 16 million to 15.2 million. Passenger traffic will be calculated on actual passenger counts rather than forecasts of future traffic levels.

Passenger traffic, which was 14.5 million in the 12 months ending March 31, 1984, could reach the 15.2 million level this year, the Secretary said.

The proposed amendment to the Metropolitan Washington Airports Policy would also give the airlines operating flights at National some flexibility to move flights from one hour to another.

In April 1983, Secretary Dole proposed lowering the annual passenger ceiling at National from 16 million to 14.8 million or higher, depending on future traffic forecasts. The purposes were to shift regional growth in air traffic to Dulles and Baltimore-Washington International airports and to reduce congestion at National.

Last August, Congress directed the Department of Transportation to consult with the interested parties on the passenger ceiling proposal and the method by which passenger traffic is counted at National.

Since that time, a DOT working group formed by the Secretary has met with air carriers, community groups and other interested parties to discuss changes in the policy. Last Dec. 5, DOT offered proposed changes for discussion and received oral and written comments from these groups.

Under the FAA notice of proposed rulemaking announced today, passenger traffic would be counted each month for the most recent 12 month period. In order to give the air carriers adequate time to plan for initial slot reductions, no such reductions would occur before 90 days after adoption of a final rule.

Slot Reductions. To prepare for reductions when traffic reaches the passenger cap, a random draw would be held to select 120 air carrier slots to be "tagged" for possible future withdrawal. Carriers would continue using the slots until the traffic level exceeds the ceiling.

Slots would be withdrawn in increments of 30. Under the proposed change, one-half of the withdrawn slots would be given to commuter air carriers and the other half would be retired.

Flexibility. The current limitation of 555 air carrier operations (takeoffs and landings) per day during the hours of 7 a.m. to 10 p.m. would continue. However, carriers would be allowed to exceed the current limit of 37 operations per hour. They could schedule up to 43 operations in any hour by shifting operations from other hours, so long as there are not more than 80 operations in any two consecutive hours.

Use or Lose Rule. If an air carrier does not use a slot for five-sevenths of the days in two consecutive months, the slot would be withdrawn and made available for a new entrant airline at National.

The proposed regulation will be published next week in the Federal Register. The comment period will close 30 days after publication.

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**U.S. Department of  
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# News:

Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE TUESDAY  
June 12, 1984

DOT 76-84  
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## LINDA AREY APPOINTED DOT EXECUTIVE SECRETARY

Secretary of Transportation Elizabeth Hanford Dole has announced the appointment of Linda Lugenia Arey as Executive Secretary of the Department of Transportation.

"Linda's background provides strong qualifications for this position," the Secretary said. "Her proven leadership abilities, management skills and organizational know-how are a true asset to the Department."

In her new position as head of the Executive Secretariat, Arey will advise Secretary Dole on the status of internal and external communications, and will ensure a prompt response for official correspondence of the Secretary to the public, White House and Congress.

Before assuming her new appointment, Arey was Special Assistant to Deputy Secretary of Transportation Jim Burnley. In that position she assisted the Deputy Secretary on a variety of policy matters, acted as a liaison with heads of DOT's various transportation agencies and planned and executed special projects of the Secretary.

Prior to joining the Department of Transportation, she was a Special Assistant at the Department of Justice, 1982-1983; and Special Assistant to the Executive Secretary at the Department of Education, 1981-1982. At the Justice Department she acted as Administration spokeswoman for the Land and Natural Resources Division. While at the Department of Education she served as the policy coordinator for the Secretary, for legislation, public affairs, special education and rehabilitation services.

Before moving to Washington, Arey held two positions at the University of Richmond School of Law. From 1977 to 1978 she was Project Director at the law school's Mental Health Legal Studies Center, and later became Assistant Dean of the law school. She has also served as a teacher and a caseworker in Danville, Virginia.

Arey holds a law degree from the University of Richmond School of Law, a Master of Arts degree from Wake Forest University, and a Bachelor of Arts degree from the College of William and Mary. She is a member of the Virginia State Bar.

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**U.S. Department of  
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# News:

Office of Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Wednesday, June 13, 1984

DOT 77-84  
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## DOLE ENDORSES OIL SPILL LIABILITY FUNDING CONCEPT

Asserting that the U.S. response to any serious oil spill must become "swift, sure, and sufficient," Secretary of Transportation Elizabeth Hanford Dole said today a House oil spill liability bill can be the foundation for a comprehensive approach to dealing with oil pollution.

The Secretary also endorsed ratification by the U.S. of recently proposed amendments to international conventions covering oil spill liability, particularly proposals to increase substantially the limits of liability.

Secretary Dole stated that, on her recent trip to London, she met personally with the Secretary General of the International Maritime Organization at the diplomatic conference reviewing the two international conventions "to convince him just how serious we in the United States are about oil pollution liability and compensation," she added.

"Oil pollution from accidental spills is an international problem that demands an international solution," Secretary Dole said. "The United States has an opportunity to lead the world in concern for our environment and protection of our people who are hurt by these devastating accidents. I urge swift Congressional hearings on ratification of the IMO conventions so that we may move quickly to embrace them. We should make it our goal for the United States to be the first signatory to these historic and important conventions," she said.

Appearing before a House subcommittee, Secretary Dole said the Administration supports a comprehensive liability and compensation system for oil pollution damage from vessels and from facilities on the outer continental shelf and deepwater ports.

The domestic legislation under consideration would create a single system which would establish liability and provide compensation for clean-up costs and certain other damages caused by oil spills from vessels and other sources.

The bill would set up a single trust fund, to be financed by a 1.3 cents per barrel fee on oil imported or received at a U.S. refinery. This trust fund would replace four separate schemes under current law.

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Dole told the House Merchant Marine and Fisheries subcommittee she supports the concept of a single fund, higher liability limits than those proposed in the legislation and the "user fee" concept of charging 1.3 cents per barrel to finance the trust fund.

"This is consistent with Administration policy -- that those who benefit from a service pay their fair share of its costs," she said.

Dole also said the bill the subcommittee is considering is "too broad" and needs to be amended to limit the trust fund's liability to removal costs and a narrow class of damages.

"The trust fund must not become a 'deep pocket' for speculative claims," the Secretary stated. "It should be liable only for removal costs, the costs to replace or restore personal or real property and the costs for actual replacement or restoration of natural resources."

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Wednesday, June 13, 1984

DOT 78-84  
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## SECRETARY DOLE URGES FEDERAL ACTION ON NATIONAL DRINKING AGE OF 21

Secretary of Transportation Elizabeth Hanford Dole said today that the Administration supports Federal legislation to encourage states to establish a drinking age of 21.

"The greatest killer of our young people is the deadly combination of drinking and driving," Secretary Dole said. "There is a simple and effective way to reduce these tragedies. We must raise the drinking age in all states to 21."

The Secretary said President Reagan would support legislation authorizing the withholding of a portion of Federal highway funds from any state not enacting 21 as the legal minimum drinking age for alcoholic beverages.

States not acting by October 1987 would have five percent of their Federal-aid highway allocation withheld. States which do not act by October 1988 would have 10 percent withheld.

"This proposal sends a clear message," Secretary Dole said. "Americans will no longer tolerate drunk driving."

The Secretary spoke at a "Save Our Students Coalition" rally on the Capitol steps. Sponsored by MADD (Mothers Against Drunk Driving), the rally was organized to support passage of such Federal legislation.

Secretary Dole noted that the Presidential Commission on Drunk Driving had urged Federal action to require a 21-year-old drinking age.

"We had hoped the states would take action on their own," she said, "and many have acted. Since last fall, four states have raised their drinking age to 21," she said. "In all, 23 of our states now have age 21 laws. But the momentum appears to have stalled. Efforts to raise the drinking age to 21 failed in 19 states this year alone."

Experience shows that young drivers, in particular, are inclined to combine heavy drinking and driving. Motor vehicle crashes, especially those involving alcohol, are the leading cause of death among teenagers. In states where the age limit has been raised, teenage highway fatalities have declined. Night-time fatal accidents involving 19 and 20-year-olds fell 26 percent in New Jersey when the state raised the drinking age to 21.

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Highway funding legislation passed by the House June 7 contains a provision setting 21 as the national legal drinking age.

Secretary Dole has called that bill unacceptable to the administration because it would increase Federal highway spending by \$4 billion, "placing the solvency of the Highway Trust Fund itself in jeopardy."

Secretary Dole said she had already spoken to Congressional leaders on the drinking age issue. "I will continue to work closely with the Congress to insure that acceptable legislation moves quickly to the President for signature," she said.

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**U.S. Department of  
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# News:

Office of Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Thursday, June 21, 1984

DOT 80-84  
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Tel.: (202) 426-4321

**U.S.-CANADA AGREEMENT TO EXPAND  
AIR TRAVEL OPPORTUNITIES, DOLE SAYS**

Secretary of Transportation Elizabeth Hanford Dole announced today that the United States and Canada have initialed agreements that will expand substantially air travel opportunities between the two countries.

Secretary Dole said the agreements "will create a more favorable atmosphere that encourages airlines to provide more convenient and accessible service to communities on both sides of the border."

She said the agreements represent the culmination of efforts by Canadian Transport Minister Lloyd Axworthy and herself to create a more flexible, less regulated operating environment for Canadian and U.S. airlines.

The agreements, concluded after several rounds of negotiations, permit:

- o Any U.S. or Canadian airline to provide service with no fare restrictions between Montreal's Mirabel airport and most major airports in the United States, with the exception of major U.S. international airports.

- o Automatic approval by both governments for local and regional commuter service between U.S. and Canadian cities that currently do not have scheduled service. This applies to air carriers operating planes seating no more than 60 passengers. Before the agreement, the operation of such service was subject to the regulatory discretion of each government.

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o Approval of new scheduled services in several transborder markets, including new service by Empire Airlines between Syracuse, N.Y., and Ottawa and Montreal.

The agreements create a framework for improving air service between the two countries, especially for smaller cities and communities that had not been able to obtain service under the 1966 U.S.-Canada Air Transport Agreement.

Secretary Dole noted that Minister Axworthy had cited the U.S. experience with airline deregulation as a pattern for his efforts to create a less regulated environment for Canadian airlines. Dole said she expects that Canadian air travelers and shippers will reap the same benefits in improved service and lower prices that U.S. consumers have experienced as a result of deregulation.

"I believe this kind of fruitful exchange of transportation policy ideas between countries can improve service and access for travelers in this country and eventually in other countries as well," she said.

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160.40

FOR IMMEDIATE RELEASE  
Thursday, July 12, 1984

DOT 84-84  
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Wendy DeMocker  
Tel.: (202) 426-0881

## ALASKA MEETS REQUIREMENTS FOR TRANSFER OF ALASKA RAILROAD, DOLE SAYS

Secretary of Transportation Elizabeth Hanford Dole announced today that the State of Alaska is expected to satisfy the requirements to date of the Alaska Railroad Transfer Act (ARTA) of 1982, paving the way for transfer of the Alaska Railroad from federal to state hands.

Representing Secretary Dole, Federal Railroad Administrator John H. Riley today presented a letter of certification to Alaska Gov. Bill Sheffield in a ceremony at the railroad terminal in Anchorage. The railroad is currently owned and operated by the U.S. Department of Transportation.

"This marks another important milestone in what has been a remarkably smooth transfer process," the Secretary said. "We expect the official change of ownership to take place in January 1985.

"The Alaska Railroad is one of the last vestiges of Alaska's former territorial status," she said. "It was built 61 years ago by the federal government to open Alaska's interior to settlement and economic development. It has accomplished that mission, and now it's time to turn the railroad over to local ownership.

"It's a pleasure to be able to move the railroad to a position where it can meet the needs of the people of Alaska as determined by them and not by federal officials in Washington, D.C.," Dole said.

The Secretary noted that the transfer process has benefitted from extraordinary cooperation among the Alaska Legislature, Gov. Sheffield, the Congress and the Reagan Administration.

As provided by ARTA, the state has agreed to continue railroad operations, to assume existing obligations, to provide employee protection for at least two years, to protect retirement benefits and to pay the federal government the \$22.3 million fair market value determined by the U.S. Railway Association.

The Alaska Legislature recently passed enabling legislation granting the governor authority to purchase the railroad and establishing the Alaska Railroad Corporation as the entity that will operate the railroad. The two pieces of legislation were signed by Gov. Sheffield on May 19 and July 5.

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**Federal Railroad  
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# News:

Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE THURSDAY  
July 19, 1984

DOT 85-84  
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          Wilbur Martin  
Tel.: (202) 426-4321

DOT SECRETARY DOLE NAMES  
KATHRYN L. NEWMAN  
DEPUTY ASSISTANT SECRETARY  
FOR GOVERNMENTAL AFFAIRS

Secretary of Transportation Elizabeth Hanford Dole has announced the appointment of Kathryn L. (Kerry) Newman as Deputy Assistant Secretary for Governmental Affairs.

Newman brings to the position broad experience in the private sector and in government service.

She joined DOT from the position of Director, Federal Governmental Affairs for the Republic Steel Corporation. Her service with Republic began eight years ago as legislative attorney. She was legislative counsel and Assistant Director of Governmental Affairs before becoming Director in 1983.

As an attorney for the U.S. General Services Administration, Newman served in the Transportation Law Division of the Agency and in the Claims and Litigation Division and in the Labor Law Division.

Newman was Legislative Assistant to Sen. William L. Scott of Virginia in 1975. She had also worked as an intern on the staff of Rep. Barry Goldwater, Jr.

A graduate of the University of Maryland School of Law, Newman also has a Bachelor of Arts degree from Maryland, majoring in government and politics. She attended high school in Tokyo, Japan, where her father was an Army officer assigned to attache duty in the U.S. embassy.

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U.S. Department of  
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# News:

Office of Public Affairs  
Washington, D.C. 20590

M-493

FOR IMMEDIATE RELEASE  
Wednesday, July 25, 1984

DOT 86-84  
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John Leyden  
Tel.: (202) 426-8521

## FAA TO TEST NEW AIR TRAFFIC CONTROL COMPUTERS, DOLE SAYS

Secretary of Transportation Elizabeth Hanford Dole announced today that two competing computer systems designed to handle increased air traffic volume in the next decade will be tested at the Federal Aviation Administration Technical Center near Atlantic City, N.J.

"Delivery of the IBM and Sperry Corp. computers is a major step in our effort to replace current air traffic control computers with faster, more sophisticated technology," the Secretary said. "New computers will enable FAA to handle more traffic more efficiently than with existing equipment.

"The computer replacement effort is an important part of our National Airspace System Plan to modernize the nation's air traffic control system," she said.

After tests during the next six months, one of the two systems will be chosen to replace the computers in the nation's air route traffic control centers.

Since last September, IBM and Sperry have been competing under separate FAA contracts to design a system that can run the same software used by the current air traffic computers. The existing IBM 9020 computers have been in use since the early 1970s in the 20 centers that control air traffic as it moves between airports in the 48 contiguous states.

The new system must have the capacity and processing power to handle the traffic increases projected for aviation over the next decade. In fiscal year 1983, the 20 centers handled more than 29 million operations and the total is expected to grow to more than 42 million in fiscal year 1995.

- more -

After IBM and Sperry have completed checks of their computer systems, they will begin a series of tests to demonstrate the capabilities of the two systems to the FAA. These tests are expected to run until January 1985.

In October, FAA plans to issue a Request for Proposals for the production or acquisition of the computer system. Both IBM and Sperry are expected to submit proposals, which will include the results of the demonstration tests. The winning system is scheduled for selection in June 1985.

For the acquisition phase, the winner will be given a contract for installation of computer systems at the 20 centers. Deliveries are expected to begin in April 1986.

In a related effort, FAA also will be pushing ahead with the development of an Advanced Automation System. This includes new controller work stations (called "sector suites"), processors and software programs that will permit the introduction of much higher levels of automation in air traffic control to meet the demands of air transportation in the 1990s and beyond.

Award of competitive contracts for design of the Advanced Automation System is scheduled for later this summer.

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**Federal Aviation  
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FOR IMMEDIATE RELEASE  
Wednesday, July 25, 1984

DOT 87-84  
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WASHINGTON AIRPORTS ADVISORY  
COMMISSION HOLDS FIRST MEETING

The advisory commission that will develop a plan for the transfer of Washington National and Dulles International airports from federal to state, local or regional control held its first meeting today under Chairman Linwood Holton.

Secretary of Transportation Elizabeth Hanford Dole opened the meeting, saying, "We're here for one purpose: to bring home rule to Washington's airports. The federal government should not be calling the shots or looking over the shoulders of local officials on airport issues. The community these airports serve deserves the right to run them."

She voiced confidence the 15-member group's proposal will provide a "workable package" that will serve as a basis for legislation early next year.

When the Secretary established the commission June 8, she said she intends to submit legislation to Congress in January to transfer ownership of both Washington airports. The Advisory Commission on the Reorganization of the Metropolitan Washington Airports will develop a specific plan to transfer the airports to an appropriate state, local or interstate government body.

The commission met today to organize itself, discuss the scope of its work and what approach it will take, and to adopt a schedule of work and future meetings.

In a reference to the nearly 700 people on the Federal Aviation Administration's Metropolitan Washington Airports staff who operate the airports, the Secretary said, "I want to assure our loyal airport employees that their jobs and rights will be protected" in a transfer. She said she had discussed this matter with Holton and had received his assurance that employee jobs will be protected under the commission's proposal.

The commission members include Maryland Gov. Harry Hughes, Virginia Gov. Charles S. Robb, D.C. Mayor Marion Barry, Sen. John M. Warner (Va.), Rep. Frank Wolf (Va.), Sen. Paul Sarbanes (Md.), and Rep. Steny Hoyer (Md.).

Other members include three representatives named by the Metropolitan Washington Council of Governments, R. Scott Fosler, a member of the Montgomery County Council and president of COG, Betty Ann Kane, D.C. Council member, and Martha Pennino, a member of the Fairfax County Board of Supervisors; Paul Ignatius, president of the Air Transport Assn., Duane Ekedahl, president of the Regional Airline Assn., John H. Winant, president of the National Business Aircraft Assn., and William J. Ronan, a former chairman of New York's Metropolitan Transportation Authority.

Chairman Holton, a former Governor of Virginia, is a Washington businessman and attorney. Gregory D. Wolfe, an attorney with the Department of Transportation's Office of General Counsel, will serve as executive director of the commission.

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# News:

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Office of Public Affairs  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
WEDNESDAY, August 1, 1984

DOT 89-84  
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## DOT SENDS CONRAIL 'CORE' LEGISLATION TO CONGRESS

The Department of Transportation today sent to Congress draft legislation that will facilitate the transfer of Conrail to the private sector.

The proposed "core" legislation will be needed to implement the Conrail sale if the Secretary determines that one of the offers meets the established criteria and submits a proposal to the Congress. The legislation addresses several issues left unanswered by the 1981 law that authorized DOT to sell the federally-owned freight railroad.

Secretary of Transportation Elizabeth Hanford Dole said, "The proposed legislation not only provides a means by which Congress can affirmatively approve the Department's proposal; it also makes other changes needed so that the post-sale Conrail will be a truly private company."

Additional legislative provisions may be added depending on the specifics of the purchase offer that DOT recommends to the Congress.

The Secretary said the legislation would eliminate a number of special statutory provisions applicable only to Conrail, thus putting the railroad and its new owners on an equal footing with other rail carriers in its relations with the federal government.

One key provision would provide for affirmative approval by Congress of the Conrail sale proposal recommended by DOT. The 1981 law had allowed Congress to review the sale plan by legislative veto, but that practice has since been declared unconstitutional by the Supreme Court.

The legislation would make other technical amendments to the Regional Rail Reorganization Act of 1973, which authorized formation of Conrail from a number of bankrupt Northeast freight railroads, and to the Northeast Rail Service Act of 1981, which directed DOT to seek a private purchaser for the carrier.

Since enactment of the 1981 law, Conrail has eliminated its need for ongoing federal financing and has been operating at a profit for the past three years.

Meanwhile, the Department of Transportation continues to evaluate the six offers for Conrail that are still under active consideration. They are from the Railway Labor Executives' Association, the Allegheny Corp., Guilford Transportation Industries, Norfolk Southern Corp., the Marriott Group and Citicorp.

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# News:

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## DOT TO INSPECT AMTRAK TRACKS TO ASSURE SAFETY, DOLE SAYS

Secretary of Transportation Elizabeth Hanford Dole announced today that her Department's Federal Railroad Administration will conduct a special safety inspection of all track traveled by Amtrak's intercity passenger trains.

She also announced other safety measures, including a review of Amtrak's operating procedures and compliance rules for signal operators and dispatchers.

The Secretary said, "Overall, America's railroads, including Amtrak, have compiled an impressive safety record. Nonetheless, we are prepared to go the extra mile for passenger safety, with the additional inspection to assure that the tracks are in proper condition and that operating procedures are sound."

She said FRA will provide Amtrak with specially equipped track geometry cars to check the alignment of tracks on the entire system used by its passenger trains. Amtrak trains operate on the Boston-Washington Northeast Corridor, which is owned by Amtrak and on other rail lines around the country owned by private carriers.

John Riley, Administrator of FRA, said the state-of-the-art cars will be attached to Amtrak trains to inspect 22,000 miles of track in the next few weeks. Geometry cars are used to detect any discrepancies by checking track alignment, curvature, profile, gauge and cross-level.

Tracks traveled by Amtrak trains are currently inspected visually twice a week. The geometry cars will be used as an additional check in order to assure safety.

Riley said FRA safety experts will "walk every mile of Amtrak's Northeast Corridor, covering dispatcher locations and block signal houses. They will review signal and dispatching regulations with Amtrak personnel." The heavily traveled Northeast Corridor accounts for more than half of Amtrak's passengers nationwide.

The decision to review operating procedures and compliance rules for signal operators and dispatchers was made after the July 23 collision of two Amtrak trains in New York City.

"Although we found no pattern of discrepancies that would pose a threat to passenger safety, we want to make sure that Amtrak's operating rules are letter perfect and that dispatchers and block signal operators comply carefully with those rules," Riley said.

# # # # #

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U.S. Department of  
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# News:

Office of Public Affairs  
Washington, D.C. 20590

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FOR IMMEDIATE RELEASE  
Friday, August 10, 1984

DOT 91-84  
Contact: Mari Maseng  
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          Wilbur Martin  
Tel.: (202) 426-4321

## AIRLINE SCHEDULING TALKS COULD CUT TRAVEL DELAYS, DOLE TELLS CAB

Secretary of Transportation Elizabeth Hanford Dole today said that scheduling discussions among airlines could significantly reduce congestion and delays at several of the nation's largest airports, and she urged the Civil Aeronautics Board to grant speedy approval to a request that will allow those talks to get under way.

"Much of the problem," Dole said, "occurs at peak travel hours, especially at large airports used for 'hub' operations. Airlines must adjust their schedules to smooth out some of those peaks."

In written comments submitted Friday afternoon with the CAB, the Department of Transportation asked the Board to approve a request made earlier in the day by Eastern Air Lines for anti-trust immunity to permit airlines to begin scheduling talks as soon as possible.

DOT's comments urged the CAB to approve the anti-trust request, as long as certain safeguards were included to guard against anti-competitive practices. Those suggestions include:

- \* no restrictions on the number of carriers who may participate in scheduling talks at any airport;
- \* a ban on discussing specific flight destinations;
- \* required agreement of more than half the carriers operating two-thirds of the capacity at any airport before an agreement could go into effect; and
- \* presence of representatives from the CAB, the Department of Justice, and DOT's Federal Aviation Administration at scheduling discussions.

"We don't want to limit the overall number of flights, or deter competition among existing carriers, or prevent new entrants from providing new service in any market," the Secretary stated. "Our goal is simply to allow the airlines to devise an equitable

-more-

means of spreading out their flight schedules, to reduce the peak-hour demands on the air traffic systems."

DOT's filing also asked the CAB to expedite its review and approval of the Eastern petition, citing the current delays at a number of larger airports.

The proposal before the Board would permit scheduling discussions over the next 12 months, which would help ease delays through next summer. Scheduling discussions would be allowed initially at the following seven major airports: New York's LaGuardia and JFK; Newark International; Chicago O'Hare; Atlanta Hartsfield; Denver Stapleton; and St. Louis Lambert.

# # #

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# News:

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

FOR IMMEDIATE RELEASE  
Wednesday, August 15, 1984

DOT 92-84  
Contact: Mari Maseng  
Tel.: (202) 426-4570  
          Wilbur Martin  
Tel.: (202) 426-4321

## SECRETARY DOLE PROPOSES TO EASE PEAK HOUR DELAYS AT SIX BUSIEST AIRPORTS

Secretary of Transportation Elizabeth Hanford Dole today said the Federal Aviation Administration is considering action to ease peak hour congestion at six of the nation's busiest airports if air carriers can't solve the problem.

"We would prefer not to establish congestion limitations independently," Dole said. "We hope the Civil Aeronautics Board will grant speedy approval to a request, which we support, by Eastern Airlines that antitrust immunity be granted air carriers to meet and discuss scheduling adjustments to reduce delays."

In a Notice of Proposed Rulemaking, to be published in the Federal Register, the FAA is asking for comment within 14 days on a proposal to limit temporarily the number of takeoffs and landings during the peak morning and afternoon hours at these major airports: New York's LaGuardia and JFK; Newark International; Chicago O'Hare; Atlanta Hartsfield and Denver Stapleton.

The NPRM said air traffic control system delays can be attributed to several causes, such as increasing numbers of scheduled airline flights, technological capacity, availability of airport runways and weather conditions at airports and en route.

"The primary concern is the concentration of so many flight operations within a short period of time," Dole said, "not the total number of operations at a particular airport."

As an example, she cited Atlanta Hartsfield, where in the half-hour between 8-8:30 a.m., 95 operations were scheduled, but in the next 30 minutes, 8:30-9 a.m., only 10 operations were scheduled.

The severe congestion and delay problem is decreasing the efficiency of the airspace system, Dole said, and this could be remedied by spreading operations during specified hours that are experiencing severe congestion.

"It must be emphasized that regardless of the total number of scheduled operations, the safety of the air traffic system is not lessened," Dole said. "Air traffic procedures, including flow control, ensure that aircraft remain on the ground until they can be accommodated."



U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Thursday, August 16, 1984

DOT 93-84  
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John Leyden  
Tel.: (202) 426-8521

## CONTRACTS AWARDED FOR AIR TRAFFIC CONTROL AUTOMATION SYSTEM OF THE FUTURE, DOLE SAYS

Secretary of Transportation Elizabeth Hanford Dole today announced the award of competitive design contracts totaling \$246.7 million to IBM and Hughes Aircraft Co., for an Advanced Automation System that will meet the nation's increasing demand for air traffic control services into the 21st century.

The two Federal Aviation Administration contracts went to the IBM Federal Systems Division, Gaithersburg, Md., and Hughes Aircraft Co./Ground Systems Group, Fullerton, Calif. IBM received a contract estimated at \$130,400,000 and Hughes an estimated award of \$116,339,052.

Dole said the contracts call for a three-year design competition for a system that will enhance the safety and efficiency of flight through the application of increased automation. When the competition is completed, a production contract will be awarded to the company with the best design.

She said, "Our goal is to have the computer handle many routine tasks now performed manually and thus allow controllers to focus more of their energies on system management functions."

The Secretary noted that the Advanced Automation System will help FAA handle the expected doubling in the demand for aviation services over the next two decades.

She said the system "will provide enhanced flight safety through the application of new aircraft separation techniques, increased controller productivity resulting from the use of new automation tools, improved aircraft fuel efficiency since the system will provide more direct routings, and reduced flight delays through improved traffic metering techniques."

Dole pointed out that the IBM/Hughes competition is the second major step in the FAA's program to modernize its air traffic control system. Last fall, the agency awarded competitive contracts to IBM and Sperry for design of a new "host" computer that will replace the present IBM 9020s in the 20 domestic air route traffic control centers, although it will continue to use the same basic software package. A production contract to the company with the best host computer design is scheduled for next summer with deliveries expected in 1986-1987.

-more-

Acquisition of the Advanced Automation System will take place after the design competition phase is completed in 1987. Among the key elements of the new system are new controller work stations, called "sector suites," that will incorporate new display, communications and processing capabilities to increase controller productivity, and new computer hardware and software to bring the air traffic control system to higher levels of automation.

In 1989-1991, FAA will begin implementing the Advanced Automation System with installation of the Initial Sector Suite System in the 20 en route centers. In this initial configuration, the sector suites will operate in conjunction with the new host computers and the existing 9020 software.

The next step will be the installation of new computer software and processors which will permit the introduction of new automated functions on an evolutionary basis. This equipment is scheduled to come on line at the en route centers in 1992-93.

Once the full Advanced Automation System is operational, FAA will begin the integration of en route and terminal radar control services at the 20 en route centers, which will be expanded to handle the new functions and will be renamed Area Control Facilities (ACFs). Additional ACFs will be established at the Honolulu and Anchorage air route traffic control centers and the New York terminal radar control room in Westbury, Long Island, bringing the total to 23. This transition period is expected to run five or more years.

As a part of this effort, FAA will deploy new tower control computer complexes (TCCCs) at some 300 selected airports. The TCCCs will include both computer hardware and software, as well as new controller consoles, and will be linked directly to the governing Area Control Facility.

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Washington, D.C. 20590

160.50

FOR RELEASE MONDAY  
August 27, 1984

DOT 94-84  
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Elaine Matrigali  
Tel.: (202) 426-2147

## SECRETARY DOLE RECIPIENT OF ENVIRONMENTAL ORGANIZATION AWARD

Secretary of Transportation Elizabeth Hanford Dole is the recipient of the National Organization to Insure a Sound-Controlled Environment (N.O.I.S.E.) award for achievement in aviation noise control.

The award was announced recently at the 14th Annual Meeting of N.O.I.S.E. in Aurora, Colo. Secretary Dole was selected because of her deep personal commitment to environmental protection and her awareness of aviation noise as an urban problem. She was also cited for working closely with interest groups in an attempt to protect the environment while serving the country's transportation needs. The group's achievement award is not presented annually. The Secretary is the first person in three years to receive it.

N.O.I.S.E. is an organization of cities, with some neighborhood associations as associate members, committed to reducing aviation noise in urban areas.

The award recognizes the Secretary's efforts in implementing the Aircraft Noise Compliance Rule requiring all noisy aircraft, such as the Boeing 707, the Douglas DC-8, and the Convair 880 be retrofitted to meet the new quieter noise level limits to continue flying into noise-impacted communities after Jan. 1, 1985.

Because operators of these older aircraft have had four years' notice of the Aircraft Noise Compliance Rule, the Federal Aviation Administration (FAA) expects to issue few, if any, exemptions to it, after the Jan. 1, 1985 deadline for compliance from both foreign and domestic airlines.

In keeping with the national effort to respond to the problem of airport noise, the FAA has a noise compatibility program which provides airport development funds for use in noise abatement planning to airport proprietors that submit noise exposure maps and noise compatibility plans reflecting the views of the entire airport area constituency.

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# News:

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

m-493.11  
160.57

FOR IMMEDIATE RELEASE  
Tuesday, September 11, 1984

DOT 96-84  
Contact: Mari Maseng  
Tel: (202) 426-4570

## CONRAIL BIDDERS NARROWED TO THREE BY SECRETARY DOLE

Secretary of Transportation Elizabeth Hanford Dole today narrowed to three the list of bidders for the government-owned Consolidated Rail Corporation (CONRAIL), and asked the Treasury and Justice Departments to review certain aspects of the remaining offers.

"During the last 60 days I have worked closely with six bidders who best met the criteria we established for the sale of Conrail. The Alleghany, Marriott and Norfolk Southern offers have been significantly improved. I am now taking the next step, which is to ask the Justice Department to review the competitive impact of the Norfolk Southern offer, and the Treasury Department to review tax or financial questions raised by any of the three," the Secretary said.

"Reaching this stage in negotiations is a significant step forward," she said. "I will move the process as rapidly as possible to determine the final bidder, but, as I have said before, there is no artificial deadline. I will make a recommendation to the Congress as soon as I am satisfied that the criteria for a successful sale have been met."

-more-

Secretary Dole said there are three principal criteria in choosing the final offer: which bid leaves the railroad in the strongest financial condition after a sale, best preserves service to the states and shippers Conrail serves, and, consistent with these criteria, provides the maximum return to the taxpayer.

Efforts to sell Conrail began with passage of the Northeast Rail Services Act in 1981 which called for the return of Conrail to the private sector. The investment firm of Goldman Sachs was selected in 1982, and the Department has been in active pursuit of qualified bidders during the last year and a half. In July, the original list of 15 bids was shortened to six.

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# News:

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

FOR IMMEDIATE RELEASE  
Thursday, September 20, 1984

DOT 98-84  
Contact: Mari Maseng  
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          Wilbur Martin  
Tel.: (202) 426-4321

## SECRETARY DOLE ANNOUNCES COMMERCIAL SPACE TRANSPORTATION ADVISORY COMMITTEE

Secretary of Transportation Elizabeth Hanford Dole today appointed the following members to a newly established Commercial Space Transportation Advisory Committee.

The committee will work with the Department to identify those conditions that will stimulate the development of a commercial expendable launch vehicle (ELV) industry. DOT has been designated as the lead federal agency to encourage commercial ELV activity and to streamline the procedures to obtain launch licenses.

"This committee will play an important role in helping DOT to encourage free market competition and assure that private sector space programs will not be impeded by unnecessary regulations or delay," the Secretary said.

Committee members include representatives of companies involved in the launch service industry, the financial and insurance industry, space law, the public and government.

Named to the committee were:

William F. Rector, III, Division Vice President, Space Programs  
General Dynamics Convair Division, San Diego, California

Norman R. Augustine, President  
Martin Marietta-Denver Aerospace, Denver, Colorado

Adolph J. Medica, Executive Vice President and General Manager  
Chemical Systems Division, United Technologies, San Jose, California

Lionel Alford, Corporate Senior Vice President  
The Boeing Company, Seattle, Washington

Donald Slayton, President  
Space Services Inc. of America, Houston, Texas

David W. Grimes, Chairman  
Transpace Carriers, Inc., Washington, D.C.

-more-

Ronald F. Stowe, Vice President, Government and Commercial Affairs  
Satellite Business Systems, McLean, Virginia

Leonard N. Cormier, President  
TranSpace, Inc., Washington, D.C.

Daniel A. Ruskin, Vice President - Government Requirements, Lockheed Missiles  
Space and Electronics Systems Group, Sunnyvale, California

Jonathan M. Conrad, Executive Vice President  
Sconset Group, Inc., New York, New York

Brian Hughes, Satellite Insurance Underwriter  
U. S. Aviation Underwriters, Washington, D.C.

Jerome Simonoff, Vice President  
Citicorp Industrial Credit, Inc., Harrison, New York

Diana H. Josephson, President  
Space America, Inc., Washington, D.C.

Robert K. Roney, Vice President and Assistant  
Hughes Aircraft Company, El Segundo, California

T. Allan McArtor, Vice President, Satellite Systems Division  
Federal Express Corporation, Memphis, Tennessee

Bernard A. Schriever, General, United States Air Force (Ret.)  
Washington, D.C.

Gregg R. Fawkes, President  
Pegasus Software, Inc., Falls Church, Virginia

George Robinson, Assistant General Counsel, Office of the General Counsel  
Smithsonian Institution, Washington, D.C.

Gerald J. Mossinghoff, Assistant Secretary of Commerce and Commissioner of  
Patents and Trademarks, U. S. Patent and Trademark Office, Arlington, Virginia

Jerry Grey, Publisher, Aerospace America  
American Institute of Aeronautics and Astronautics, New York, New York

Alton Slay, President  
Slay Enterprises, Inc., McLean, Virginia

Edmund S. Hawley, Deputy Assistant to the President,  
The White House, Washington, D.C.

Joel Alper, President, Comsat World System Division  
Communications Satellite Corporation, Washington, D.C.



U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE

Friday, October 5, 1984

DOT 101-84

Contact: Mari Maseng

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John G. Leyden

Tel.: (202) 426-8521

CONTRACT AWARDED FOR NEW AIR TRAFFIC  
CONTROL RADAR BEACON SYSTEM, DOLE SAYS

Secretary of Transportation Elizabeth Hanford Dole today announced that a \$163.3 million contract has been awarded for 78 new-technology radar beacon systems that will give controllers more accurate position information on aircraft under their control.

The contract includes an option for another 59 units for an additional \$57.8 million.

The Federal Aviation Administration contract was awarded to a joint venture of Westinghouse Corp. and SDC/Burroughs of Baltimore. It provides that nearly 10 percent of the amount will be awarded in subcontracts to small and disadvantaged business firms.

The Secretary said the new system will give controllers a "private line" to the pilot, an air-ground communications link to transmit weather and other operational data to properly equipped aircraft on a cockpit display screen or printout device. The pilot will not have to use voice communication to obtain such information.

"The radar beacon system contract is a major step in the Administration's continuing effort to modernize the nation's air traffic control and air navigation system," Dole said. "The modernization program will help us to handle the growth of air traffic safely and efficiently into the next century."

The new system, with its "selective address" capability, can query one aircraft individually to determine its position, identity and altitude. This eliminates overlapping and garbled signals which can be a problem in busy terminal areas. The existing system queries all aircraft in the coverage area at the same time and receives nearly simultaneous replies. The new system is called Mode S, and the S stands for selective address.

The 78 Mode S ground stations represent the first phase of a projected national system that will provide coverage of all major terminal areas and en route traffic control center airspace above 12,500 feet.

Mode S, like the system it will replace, sends out a signal from a rotating antenna that triggers a reply from transponder-equipped aircraft in the coverage area. After it is processed, flight data is presented directly on the controller's radar display.

The system's selective address/response capability also creates a channel for automatic data link communications, which is like one computer exchanging information with another.

Pilots will be able to use the data channel to call up weather and other operational information on a TV-like display, have it printed out in the cockpit or announced by an electronic voice. The pilot will be able to communicate automatically with the ground, reducing the potential for congestion on air traffic control frequencies.

The Mode S is designed to operate for extended periods without having technicians at the site, as is required at most such sites today. Mode S has a "dual redundant" system that is monitored remotely by technicians at another location. If a failure is detected, the system corrects itself by automatically switching to the backup element while a technician schedules a visit to the site with the appropriate spare parts.

The International Civil Aviation Authority is considering Mode S as the next generation replacement for the world-wide secondary surveillance radar. Canada and England already have procured the basic elements of Mode S for their modernization programs.

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

FOR IMMEDIATE RELEASE  
Tuesday, October 16, 1984

DOT 102-84  
Contact: Mari Maseng  
Tel.: (202) 426-4570  
Contact: Wendy DeMocker  
Tel.: (202) 426-0881

TRANSFER DATE SET  
FOR ALASKA RAILROAD

Transportation Secretary Elizabeth Hanford Dole announced today that the State of Alaska and the federal government will complete the transfer of the Alaska Railroad to state ownership on January 5, 1985.

This decision moves the federal government one step closer to transferring the responsibility for the railroad's operations from the federal to the state level. The railroad is currently owned and operated by the U.S. Department of Transportation.

"I look forward to the day when this railroad, which serves the people of Alaska, will be operated by the people of Alaska," Secretary Dole said. "Credit is certainly due to state leaders, particularly Governor Bill Sheffield, for their cooperation and perseverance in this remarkably smooth transfer process."

The federal government will receive \$22.3 million for the Alaska Railroad system, which has 520 miles of track extending from Fairbanks through Anchorage to the southern coast.

Earlier this summer, Secretary Dole paved the way for the transfer by certifying that the initial requirements of the Alaska Railroad Transfer Act (ARTA) of 1982 had been met by the State of Alaska. As required by ARTA, the State of Alaska has established the Alaska Railroad Corporation as the entity to operate the railroad.

Construction of the Alaska Railroad, authorized by Congress in 1914 to open the Alaska territory's interior to settlement and economic development, was completed in 1923 when President Warren Harding drove the last spike.

Federal Railroad Administrator John H. Riley said the transfer of the Alaska Railroad will occur with no disruption of railroad services.

"After providing freight and passenger service under federal ownership for 61 years, the Alaska Railroad will soon be able to turn another page in its history with this upcoming transfer," Riley said.

## BACKGROUND ON THE TRANSFER OF THE ALASKA RAILROAD

The Alaska Railroad Transfer Act of 1982 (ARTA) authorizes the transfer of the Alaska Railroad from federal to state ownership. The enactment of ARTA was the culmination of years of discussions between the federal and state governments regarding the possible transfer of the railroad to the state, and embodies the Reagan Administration's policy of returning the responsibilities of railroad operations from the federal to the state and local level.

In July 1983, Transportation Secretary Elizabeth Hanford Dole and Alaska Governor Bill Sheffield sent to Congress and the Alaska Legislature the Alaska Railroad Transfer Report describing the properties, assets and liabilities of the railroad that would be transferred to the State and other details of the transfer process. Based on this appraisal of the railroad, the Board of Directors of the U.S. Railway Association established the purchase price of the Alaska Railroad at \$22.3 million.

Since September 1983, when the purchase price was set, the State of Alaska has been making preparations to complete the transfer of the Alaska Railroad. In January 1984, a special task force composed of representatives from the Federal Railroad Administration, the Alaska Railroad and the State of Alaska was established to identify and address all issues affecting the rights of employees who transfer to the state-owned railroad, as well as the rights of those who do not.

Enabling legislation, granting the governor authority to purchase the railroad for the agreed price and legislation establishing the Alaska Railroad Corporation as the entity to operate the railroad, was passed by the Alaska Legislature this spring and subsequently signed by the Governor on May 19 and July 5 respectively. The corporation has a seven-person Board of Directors composed of two cabinet members from the State transportation and economic development departments, a member from an Alaska Railroad labor union, at least one member with railroad management experience, and one member with experience as an owner and operator of a business in Alaska.

The last legislative milestone in the transfer process of the railroad is certification by the Secretary of Transportation that the State has met the initial requirements of ARTA, thus beginning the final phase of the transfer process. FRA Administrator, John H. Riley presented the certification letter to Governor Sheffield July 12 in Anchorage. The transfer to state ownership is expected to occur on January 5, 1985.

## HISTORY OF THE ALASKA RAILROAD

The Alaska Railroad system has 520 miles of single, mainline tracks extending from the southern ports of Seward and Whittier north through Anchorage to Fairbanks. Congress authorized construction of the railroad in 1914 to connect the southern coast of Alaska with the interior coal fields and agricultural lands. Construction of the Alaska Railroad took eight years, cost \$52 million, and demanded some of the most innovative railroad engineering in history. Obstacles such as mountain ranges, canyons, glaciers, thick forest, and sub-zero temperatures faced the railroad planners and builders every mile of the way. In 1923, President Warren G. Harding commemorated the initial completion of the Alaska Railroad by driving a golden spike at the north end of the 700-foot single-span steel bridge across the Tanana River at Nenana.

During WWII, the Alaska Railroad served as an important supply link for the armed forces operating in Alaska. The terminal port of Whittier was built to safeguard the flow of military supplies, equipment and personnel from the coast to the remote and isolated interior. In 1947, the first passenger streamliner, the AuRoRa, made its inaugural run between Anchorage and Fairbanks.

A succession of railroad officials on leave from private railroads served as general managers of the Alaska Railroad for two-year terms beginning in 1953. This short-term practice was discontinued in 1962 in place of a term of service determined by the Secretary of the Interior. In 1967, control of the Alaska Railroad was passed from the Secretary of the Interior to the Secretary of Transportation. The railroad joined other federal transportation agencies in the newly created Department of Transportation and became an operating agency of the Federal Railroad Administration.

Although the Alaska Railroad is federally owned and controlled, it is managed in much the same fashion as any private railroad. While the Secretary of Transportation is responsible for its operations, the authority over the railroad is delegated to the general manager. The Alaska Railroad provides both freight and passenger service; it is part of a shipping network that links the remotest points of Alaska with the rest of the state as well as offers panoramic views and dramatic scenery of the routes it services.



U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Monday, October 22, 1984

DOT 104-84  
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                  John Gaughan  
Tel.: (202) 426-5823

DOT SECRETARY DOLE HAILS  
AWARD OF \$180 MILLION  
CONTRACT TO WISCONSIN SHIPYARD

Secretary of Transportation Elizabeth Hanford Dole today applauded the award of a \$180 million contract by the Sea-Land Corp. for the construction of three containerships by the Bay Shipbuilding Corp. of Sturgeon Bay, Wis. The project will be financed by Sea-Land's Capital Construction Fund, which is administered by DOT's Maritime Administration.

The shipbuilding contract was signed in Secretary Dole's office by Joseph F. Abely, Jr., Chairman and Chief Executive Officer, Sea-Land Corp., and George K. Geiger, President, Bay Shipbuilding Corp. Also present was Admiral Harold E. Shear, USN (Ret.), Maritime Administrator.

The ships, to be operated by a Sea-Land subsidiary, Sea-Land Service, Inc., will link the port of Tacoma, Wash., with the Alaskan ports of Anchorage and Kodiak.

At the signing ceremony the Secretary said, "This contract will provide a powerful economic stimulus to the Bay Shipbuilding Corporation and the Sturgeon Bay area. The shipyard workforce, currently totaling 220 employees, will grow to some 1,700 as construction gets into full swing with attendant benefits to the region from the seven-fold increase in the yard's payroll.

"The State of Alaska, which is largely dependent upon ocean shipping for the goods and supplies it receives from the lower 48 States, will benefit from improved and more competitive shipping operations when these ships enter service. And last, but not least, these new additions to our fleet will enhance the military support capabilities of the American merchant marine."

The ships, which will have a length of 710 feet and a beam of 78 feet, will carry more than 700 40-foot containers. They will be powered by fuel-efficient, slow-speed diesel propulsion plants, and their hulls have been designed for operation in icy Alaskan waters. With the cooperation of maritime labor, the ships will have low manning requirements, adding to the ships' productivity.

-more-

Admiral Shear said the Sea-Land order comes close on the heels of a contract for construction of two 209,000-ton EXXON tankers which will transport Alaskan crude oil. That contract was placed with a California shipyard exactly eight weeks ago, he noted.

"These two shipbuilding projects demonstrate there are commercial construction prospects for U.S. shipyards and show the Jones Act will encourage new orders for our domestic trades. Both contracts also attest to the ongoing efforts of U.S. - flag operators to provide Alaska with modern and efficient shipping services," Shear said.

"Sea-Land, in going forward with this project, demonstrates the confidence it has in the future growth of Alaska's maritime trade, and in this Administration's support of the Jones Act, which restricts the domestic trade to U.S. - built vessels. I also want to commend Bay Shipbuilding, which not only came in with an extremely low bid for this contract but also will deliver these ships in record time. These two competitive factors certainly bode well for the future of this yard."

The keel for the first ship is scheduled to be laid in July of 1985. Deliveries of the first two ships will be made in August and November of 1986, and the third ship is scheduled for May 1987 delivery.

The Capital Construction Fund program was established under the Merchant Marine Act of 1970. It assists U.S. - flag ship operators in accumulating capital to build, acquire or reconstruct vessels through the deferral of Federal income taxes on eligible deposits. These special accounts have provided some \$2.8 billion in capital to ship owners for the modernization and expansion of the American commercial fleet since 1971.

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# News:

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

FOR IMMEDIATE RELEASE  
Wednesday, October 24, 1984

DOT 106-84  
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Ed O'Hara  
Tel.: (202) 426-4321

**U.S. RETURNS TO STANDARD  
TIME SUNDAY, OCTOBER 28**

Most of the United States will go back on standard time at 2 a.m. Sunday, Oct. 28, after six months of daylight saving time.

Clocks should be set back one hour next Sunday. The nation is scheduled to return to daylight time next spring, at 2 a.m. April 28, 1985, the last Sunday of the month.

These changes are observed under the Uniform Time Act, which is administered by the Department of Transportation.

Some states and territories do not observe daylight time and therefore will not change their clocks. They include Arizona, Hawaii, Puerto Rico, the Virgin Islands, American Samoa and the part of Indiana that is located in the Eastern Time Zone.

# # #



U.S. Department of  
Transportation

# News:

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

FOR RELEASE TUESDAY  
November 6, 1984

DOT 107-84  
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## DOT TO SPONSOR SYMPOSIUM ON WORK ZONE TRAFFIC MANAGEMENT

A symposium on Work Zone Traffic Management will be sponsored by the Department of Transportation (DOT) on Feb. 26 and 27, 1985, in San Diego, Calif.

The objective of the symposium is to encourage city, county and state personnel to share information on their practices relating to design, installation and operation of traffic control devices in areas where various types of construction or maintenance is in progress.

Public and private sector issues and approaches to Work Zone Traffic Management will be presented by participants knowledgeable in this particular area.

One session will discuss some of the insurance and tort liability questions associated with traffic control in highway construction or repair areas. Other sessions will address traffic control plans, driver and pedestrian needs, design of information and guidance systems, barriers and protective devices, inspection and maintenance, and certification and training of maintenance personnel.

The symposium will be coordinated with the American Traffic Services Association's annual conference, which includes exhibits of equipment and devices that can be used for traffic control in various work zones. Some of the professional organizations lending support to the symposium include: American Public Works Association, American Association of State Highway and Transportation Officials, National Association of County Engineers, American Society of Civil Engineers, American Traffic Services Association, Center for Automotive Safety, Institute of Transportation Engineers, and the San Diego Department of Public Works.

The results of the symposium will be published and will be available as part of the U.S. Department of Transportation's ongoing technology sharing efforts.

For further information contact Al Linhares, Director, Office of Technology and Planning Assistance (I-30), Office of the Secretary, U.S. Department of Transportation, Washington, D.C. 20590, telephone: (202) 426-4208, or, Bill Williams, Traffic Engineer, Office of Implementation, Federal Highway Administration, 6300 Georgetown Pike, McLean, Va. 22101, telephone: (703) 285-2374.

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U.S. Department of  
Transportation

# News:

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

FOR RELEASE THURSDAY  
November 8, 1984

DOT 110-84  
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## DOT'S COMMERCIAL SPACE ADVISORY COMMITTEE SUGGESTS ISSUES FOR STUDY

The Department of Transportation's Commercial Space Transportation Advisory Committee has sent eight recommendations to Secretary Elizabeth Hanford Dole to help the nation maintain its strong commercial launch vehicle capability.

The Committee said pricing for commercial projects involving the National Aeronautics and Space Administration's manned Shuttle flights should not place commercial launch operators at an unfair disadvantage.

"The STS (Shuttle) and commercial expendable launch vehicles (ELV's) should complement each other to provide a national space launch capability based on their own inherent advantages," the Committee reported, adding "The commercial launch industry cannot become viable unless a free market environment is established."

Chief among the proposals made by the Committee was the suggestion for a prompt decision on a pricing policy for Shuttle commercial services.

Early this year, President Reagan designated the Department of Transportation as the lead Federal government agency to work with the developing private sector ELV industry. DOT's lead responsibility was confirmed and expanded by new legislation, the Commercial Space Launch Act, signed by the President on Oct. 30. Secretary Dole established the Office of Commercial Space Transportation within DOT to oversee this effort, and she appointed the Commercial Space Advisory Committee to discuss matters of interest relating to commercial launch activities.

Gerald J. Mossinghoff, Assistant Secretary of Commerce and Commissioner of Patents and Trademarks, acted as chairman of the Committee's initial meeting October 22-23, and forwarded the group's recommendations to the Secretary.

-more-

In addition, the Committee also recommended that DOT should:

- \* Analyze whether the government should provide back-up launch insurance for ventures which cannot be fully insured commercially.
- \* Study the feasibility of establishing new mechanisms for initiating commercial space transportation ventures.
- \* Consider licensing range safety officers, from either the government or the private sector, to assure that necessary safety measures are taken on commercial ranges.
- \* Determine and clearly define the responsibilities of various Federal agencies for investigating accidents relating to commercial launches.
- \* Work with other Federal agencies and employ all available tools to counter any unfair international competition in commercial launch services, recognizing the real potential for such practices.
- \* Work with affected Federal agencies to require commercial operators of government-owned launch and ELV support facilities to maintain those properties in an operational state at no cost to the government, avoiding shut-down or "mothballing" costs. The Committee also suggested that ELV operators pay for facilities on a direct-cost basis, and that formal legal title to property need not be transferred to operators.
- \* Be represented on the U.S. Delegation to the United Nations Committee on the Peaceful Uses of Outer Space and its legal and scientific/technical subcommittees.

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# News:

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

M-493.1  
180.59

FOR IMMEDIATE RELEASE

Friday, November 23, 1984

DOT 111-84

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Ed O'Hara

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DOT PROPOSES RULES, PLANS OTHER  
ACTIONS TO ASSUME CAB FUNCTIONS

Secretary of Transportation Elizabeth Hanford Dole has issued proposed rules outlining Department of Transportation procedures for administering functions that will transfer from the Civil Aeronautics Board to DOT next Jan. 1.

Secretary Dole said, "Our transition team has been working closely with the CAB for nearly a year. Now we are taking an important step--our first regulatory action to implement the transfer of CAB functions to this Department."

"One of those functions--consumer protection--is especially important to airline travelers," the Secretary said. "I want to assure the traveling public we will be vigilant in guarding against unfair or deceptive practices."

In its procedural rules, DOT proposes to adopt the CAB's current regulations to carry out the transferring functions with only a few changes, mostly to reflect the Department's organizational structure.

The proposals include procedures designed to insulate the administrative decisionmaking process for all formal hearing cases, such as international carrier selections.

After a contested selection case is heard by an administrative law judge, a recommendation will be submitted to the senior career official in the Office of the Assistant Secretary for Policy and International Affairs, who will issue a decision. The Secretary or the Assistant Secretary will have discretionary authority to review decisions. However, their actions would be limited to either approving a decision or remanding it with a statement of the reasons for the action.

-more-

While DOT cannot implement the new rules until Jan. 1, Dole said she is asking for public comment now so rules will be ready when the transfer takes place. The proposed rules were published in the Federal Register and provide for public comment by Dec. 11, 1984.

In addition to the procedural rules, the Secretary said she is taking several other actions to achieve a smooth transition.

- o Separate proposed procedural regulations for the CAB's antitrust functions will be issued soon.

- o Delegations of authority for CAB functions to specific DOT offices will also be issued shortly.

- o DOT is preparing a handbook for the public explaining how and where CAB functions will be administered. It will describe the decision and appeals process, and list names and phone numbers of officials who can be contacted for further information. It is scheduled for completion in mid-December.

- o During the first two weeks of December, approximately 100 CAB employees serving with designated CAB offices are scheduled to move to the DOT headquarters building, although they will remain under the CAB's authority until Jan. 1. The remaining employees will be moved by mid-January.

Under the Airline Deregulation Act of 1978 and the CAB Sunset Act of 1984, the CAB will go out of business Dec. 31 and most of its remaining functions will be assumed by DOT.

Transferring functions include international aviation responsibilities such as bilateral negotiations, carrier selection, and tariff filing and review; the Essential Air Service Program which guarantees service to small communities; consumer protection for airline passengers; antitrust review and immunity authority; and certification of the economic fitness of air carriers.

Effective next Jan. 1, the following DOT offices will be responsible for administering CAB functions:

The Assistant Secretary for Policy and International Affairs will handle international aviation functions, economic fitness certification and antitrust functions. In that office, a new Office of International Aviation Relations will be created to handle international civil aviation negotiations. A new Office of Aviation Operations will be set up to administer most airline economic regulations, including carrier fitness, international tariff filing, licensing and exemptions.

The Assistant Secretary for Governmental Affairs will create a new Office of Community and Consumer Affairs to handle consumer protection functions, including information, assistance and investigations.

A new Office of Essential Air Service will be set up within the Office of the Secretary to determine and assure required levels of air service to eligible communities.

Under DOT's Office of the General Counsel, an Office of Aviation Enforcement and Proceedings will be established to enforce aviation orders and regulations, prosecute violators, and serve as public counsel in cases heard before administrative law judges. Dockets for formal aviation proceedings and rulemakings will be maintained by a new Documentary Services Division in the General Counsel's office. Other units in that office will provide legal support for international, antitrust and essential air service matters.

Under the Assistant Secretary for Administration, an Office of Hearings staffed by administrative law judges will be set up to conduct formal hearing cases and recommend decisions to the Assistant Secretary for Policy and International Affairs.

The job of collecting and disseminating airline industry data will be taken over by DOT's Research and Special Programs Administration.

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U.S. Department of  
Transportation

# News:

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

FOR RELEASE FRIDAY  
November 30, 1984

DOT 112-84  
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## DOT SPONSORS NATIONAL PROGRAM TO HELP RAILROAD INDUSTRY CURB ALCOHOL AND DRUG PROBLEM

Secretary of Transportation Elizabeth Hanford Dole today announced the award of a contract to the Union Pacific Railroad to design educational materials for a national, voluntary alcohol and drug prevention program for the railroad industry.

This prevention program coincides with DOT's current rulemaking effort to address problems of alcohol and drug use in the railroad industry. The Department proposed new regulations this summer to prohibit on-the-job use of alcohol and drugs and to require post-accident testing of rail employees.

"As important as our rulemaking is, no federal rule can be a complete answer to the problem of alcohol and drug use on the railroads or in any industry," Dole said. "Chemical dependency is a uniquely human problem, and voluntary programs aimed at reaching people through awareness education, prevention and rehabilitation are essential to any effective response."

The Department's Federal Railroad Administration, which oversees the contract, will sponsor five regional seminars introducing local union and railroad officials to successful prevention programs, Dole said.

The new initiative is patterned after a joint union-management program developed on the Union Pacific to encourage employees to seek counseling or to refer fellow employees with a drug or alcohol problem without fear of discipline or discharge for anyone involved. Designated as "Operation Red Block," named after a railroad stop signal, the program was first launched on the Union Pacific railroad by the Brotherhood of Locomotive Engineers and the United Transportation Union in June 1984.

"Operation Red Block" was selected as the national theme of the industry alcohol and drug abuse prevention effort by a National Planning Committee composed of FRA officials and management and labor railroad representatives. The program is intended to complement existing employee assistance and prevention programs established by the railroads.

Federal Railroad Administrator John Riley said that under the \$145,000 contract, Union Pacific will develop educational and promotional materials for use by each participating railroad to promote employee awareness of the serious adverse effects of drug and alcohol usage on performance.

"We have commitments from most of the major carriers to implement this voluntary program," Riley said. "Our intent is for 'Operation Red Block' to become synonymous with alcohol and drug prevention in the same way 'Operation Lifesaver' has become synonymous with grade-crossing safety."

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# News:

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160.61

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

FOR RELEASE MONDAY  
December 3, 1984

DOT 113-84  
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## RSPA FINDS STATE RULES ON NUCLEAR SHIPMENTS INCONSISTENT WITH LAW

Seven state and local restrictions on the transportation of spent nuclear fuel through New York, Vermont and Michigan have been found inconsistent with federal law and therefore preempted, under rulings issued by DOT's Research and Special Programs Administration.

RSPA Administrator Cindy Douglass said, "The uncoordinated, unilateral imposition of local bans and other severe restrictions on radioactive materials transportation has the effect of rerouting shipments in a chaotic, unpredictable manner that is damaging to overall public safety. State and local jurisdictions may not export safety problems to their neighbors."

The rulings examine requirements imposed by the New York State Thruway Authority, the Vermont Agency of Transportation, the Michigan State Fire Safety Board and Department of Public Health, the Ogdensburg (N.Y.) Bridge and Port Authority, adjacent St. Lawrence County, N.Y., the Thousand Islands Bridge Authority, and adjacent Jefferson County, N.Y.

All seven jurisdictions required some form of transportation permit that was linked to a prenotification requirement. These prenotification rules called for additional information or otherwise went beyond the federal rule on prenotification. These provisions were ruled inconsistent.

Other provisions that were found inconsistent: rules in five jurisdictions requiring higher levels of insurance than those set by federal law; rules in six jurisdictions calling for transporters to supply additional personnel or equipment along with the shipments.

-more-

Provisions in Vermont and Michigan calling for inspection of radioactive shipments to assure compliance with state and federal rules were found to be consistent with federal law.

Two other restrictions that were examined, a letter from the governor of Vermont and a letter from a representative of the governor of New York, did not result in findings of inconsistency.

The Nuclear Assurance Corp. (NAC) of Norcross, Ga., which arranges shipments for Atomic Energy of Canada, Ltd. (AECL), asked DOT to issue a ruling, claiming the restrictions are preempted by federal regulations.

As a result of the restrictions, NAC said it was forced to halt shipments of spent fuel from a nuclear power plant at Chalk River, Ontario, to a U.S. Department of Energy facility at Savannah River, S.C.

NAC asked DOT to issue inconsistency rulings on four of the restrictions. In order to resolve the issue in the three-state area, RSPA decided to review five other restrictions.

The Canadian research reactor uses fuel supplied by the U.S. under a non-proliferation agreement that requires spent fuel to be returned to the U.S. for reprocessing.

The Hazardous Materials Transportation Act of 1974 preempts any state or local requirement that is inconsistent with the federal law or related regulations. RSPA has established a procedure under which it can issue an inconsistency ruling, an administrative opinion as to whether a state or local rule is consistent with federal law.

A state or locality may apply to RSPA requesting that regulations found to be inconsistent be allowed to stand if (1) they achieve a level of safety equal to or greater than the federal counterpart and (2) they do not unreasonably burden commerce. Rulings announced today address only the inconsistency question, not whether preemption of inconsistent requirements should be waived.

Douglass said, "State and local governments have an important role in assuring nationwide transportation safety. I believe the rulings announced today will greatly enhance the effectiveness of federal, state and local efforts by providing a clearer understanding of respective duties and responsibilities."

RSPA's rule on the highway routing of trucks carrying radioactive materials requires that vehicles carrying high-level shipments, such as spent nuclear fuel, use Interstate highways or alternate routes designated by the states, in consultation with affected local jurisdictions and other states. It thus provides for significant state and local involvement in assuring the safety of routes selected for radioactive shipments.

The rulings announced today are expected to provide useful administrative guidance to the courts and to state and local jurisdictions that are considering regulations pertaining to hazardous materials transportation.

# # # # #



U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE

Wednesday, December 12, 1984

DOT 114-84

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VAST MAJORITY OF AIRLINES COMPLYING  
WITH FAA RULES, DOT INSPECTION FINDS

Secretary of Transportation Elizabeth Hanford Dole said today that a comprehensive national inspection of the nation's airlines found the vast majority are complying with federal safety regulations.

"We looked into every aspect of airline operations," Secretary Dole said. "We found that 95 percent of the carriers were in compliance with federal rules."

The Secretary said that in addition to uncovering several deficiencies, the inspection served to inspire increased vigilance. "We've put our safety procedures under a magnifying glass," she said. "The findings are proving very helpful to (FAA Administrator) Don Engen and me in better evaluating and further improving the quality of our oversight safety responsibilities."

"The Federal Aviation Administration has done a highly professional job of carrying out this unprecedented, comprehensive inspection effort," Secretary Dole said.

Of the more than 750,000 items or systems examined during the inspection's first phase, less than one-half of one percent were found to be deficient in some degree.

-more-

A high level of compliance was found throughout all segments of the airline industry, including new air carriers, those that experienced rapid growth and operational change, and those reported to have financial difficulties.

During the special 90-day effort last spring, FAA conducted nearly 14,000 inspections, including 12 different types of standard inspections, of 327 air carriers in phase I. In the second phase, in-depth inspections were conducted of 43 air carriers; in addition, special-purpose teams investigating potential problem areas such as contract training of crew members looked at 89 air carriers and aviation support organizations.

The 327 carriers inspected included all 110 large airlines (Part 121), including scheduled, charter and cargo operators; 179 commuter airlines (Part 135), including all active, scheduled passenger carriers, but not cargo or on-demand operators; and 38 carriers operating under both large-airline and commuter certificates.

Some 16 air carriers were found to have deficiencies sufficient to warrant suspension or curtailment of their operations or withdrawal of pilots from service for a period of time. All of the deficiencies found during phase II involving the 16 have now been corrected.

Of the 16, three had their operating certificates suspended or revoked, three voluntarily withdrew a total of 172 pilots from service for various periods of time, five voluntarily grounded aircraft or surrendered operations certificates, and three had expansion plans or additional routes restricted by FAA pending corrective actions. In addition, one carrier had its operations specifications withdrawn and one had an aircraft airworthiness certificate suspended. The 16 carriers represent about 5 percent of the 327 carriers inspected.

The inspection prompted air carriers to improve their systems. Some reviewed their own operations and made corrections even before the FAA inspection took place. Crewmembers, mechanics, other employees and field inspectors said that improvements were made in manuals and procedures before the inspection occurred.

Among the 16 air carriers which had deficiencies and were selected for in-depth inspections, many had experienced problems in one or more common areas: they let contracts for a significant amount of maintenance and/or training; they had experienced a major change in operation such as a route or fleet expansion, or had introduced a new type of aircraft; or they had financial, labor-management or other corporate problems. Problems were experienced in these areas in carriers established before and after deregulation.

The study found several instances of inconsistent enforcement or application of policies on the approval of aircraft minimum equipment lists, and flight training and maintenance requirements. As a result, these areas posed problems for a number of carriers. Under FAA's decentralized system, some regions applied policies differently than others. (For each type of aircraft, there is a minimum equipment list--including various equipment, such as altimeter and airspeed indicator, which must be operational before an aircraft is considered ready to take off.)

FAA is conducting two new training programs to achieve a more uniform application of its rules by its field inspectors. Because of the findings, an FAA task force has reviewed the minimum equipment list program and information from that review is currently being presented as part of an in-depth seminar for all airworthiness inspectors.

There is an increasing trend among air carriers to let contracts for major functions such as training, maintenance and operational support. While contracting is not in itself a safety concern, and could even be a safety plus, the study found that an air carrier that contracts for too many major functions may lose control of the management of those functions.

In this connection, FAA has issued explicit new guidance to field offices to improve compliance with the regulations covering contract training. Such compliance is being emphasized to correct problems found by the special inspection.

Among the other findings and conclusions:

- o The rapidly growing and changing air carrier industry has dramatically increased the demands on FAA inspector resources. For a while, during a period of rapid air carrier expansion, emphasis shifted from inspection to certification, which may have contributed to compliance problems on the part of certain air carriers. FAA has responded to this by increasing its inspection force and offering new training programs to improve inspector efficiency.

- o Problems found during the inspection were frequently attributed to a basic misunderstanding of the goals of FAA safety regulations by some air carrier managers. The study found that some airline personnel who have the job of assuring compliance should receive better training in inspection methods, that such training should be given a higher priority, and that training programs should be keyed to the experience level of the trainees.

In this connection, FAA, through an accelerated schedule of meetings, is making a special effort to inform air carriers about what should be done to train their personnel. Secondly, it is taking a closer look at airline training records to spot any deficiencies that need correcting.

o FAA's information-gathering system was found to be insufficient to provide useful, timely information for inspectors. The agency is significantly improving its information system. It is developing a computerized system to give its aviation standards organization access to current information to support certification, surveillance, and enforcement actions in order to improve efficiency and management control of these activities.

FAA has taken several other actions that directly respond to the above and other findings of the special inspection:

o Last May, FAA began a long-term effort to evaluate inspection, surveillance, investigation, training, and procedural practices in order to improve its oversight program. This was in response to Secretary Dole's directive for such a review of aviation safety practices.

o The agency is updating guidance material for field inspectors, especially handbooks for flight operations and airworthiness. Parts of the handbooks did not reflect recent technological advances and innovations in air carrier operations. Handbooks have been revised to provide more specific and timely guidance and will assure more standardized procedures.

o The number of field inspectors on board has been increased from 479 last February to 674 by the end of September, 1984. This was in response to Dole's directive to increase the inspector force.

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# News:

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

FOR RELEASE MONDAY  
December 17, 1984

DOT 115-84  
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## SECRETARY DOLE APPOINTS ROBERT BAKER DIRECTOR OF DOT CONSUMER AFFAIRS OFFICE

Secretary of Transportation Elizabeth Hanford Dole has announced the appointment of Robert Baker as director of the Department's newly created Office of Community and Consumer Affairs.

The office will become operational on Jan. 1 and will be responsible for the consumer affairs and community relations functions presently housed in the Office of Congressional, Community and Consumer Affairs at the Civil Aeronautics Board (CAB). The CAB's Investigations Division will also become part of DOT's Office of Community and Consumer Affairs.

"Our consumer office will serve one purpose - to provide a prompt and thorough response to the consumer concerns of the air traveler," Secretary Dole said. "Any passenger with a consumer complaint will find a listening ear and a helping hand. Bob Baker is well-suited by skill and experience to provide those services and work closely with the airline industry in responding promptly to traveler concerns."

Baker is the former Deputy Secretary for Economic Development in the Pennsylvania Department of Commerce and a Deputy Secretary in the Pennsylvania Department of Labor and Industry.

The transfer to DOT of CAB's community and consumer relations functions and other duties was approved by Congress in the CAB Sunset Act of 1984. However, Secretary Dole said consumers should continue to contact the CAB for assistance in handling consumer complaints until the transfer of personnel to DOT is completed.

The Office of Community and Consumer Affairs will report to DOT's Assistant Secretary for Governmental Affairs, who will continue to coordinate all consumer affairs activities within the Department.

In addition to helping consumers to resolve air transport complaints, the new DOT Office of Community and Consumer Affairs will work with communities involved in the Essential Air Service (EAS) program. The office will also investigate alleged violations of aviation consumer protection regulations.

Baker, a graduate of the University of Pittsburgh, joined DOT in October to assist in planning for the transfer of CAB consumer functions to the Department. Prior to his service with the state of Pennsylvania, he had served as Manager of Governmental Affairs at the Greater Pittsburgh Chamber of Commerce and been affiliated with the Trust Department of Pittsburgh National Bank. He is married and has two children.

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# News:

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

FOR IMMEDIATE RELEASE  
Tuesday, December 18, 1984

DOT 116-84  
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Contact: Wendy DeMocker  
Tel.: (202) 426-0881

## DOLE PRESENTS CONRAIL OFFERS TO DIRECTORS

Secretary of Transportation Elizabeth Hanford Dole today presented details of the three "finalist" offers to purchase Conrail to the railroad's Board of Directors, telling them that the negotiations are close to completion.

"I would like to express appreciation to the Board for their efforts in making Conrail the profitable company that it is today and for the opportunity to meet again and share our progress in transferring Conrail to private ownership."

In a one-hour presentation to the members of Conrail's Board of Directors, Mrs. Dole outlined the course that the Department has been following throughout the competitive negotiated sales process, as well as the details of each offer.

"Early in the process we studied the feasibility of various sales options, and decided that a negotiated sale to a specifically identified buyer was the best way to leave Conrail in the strongest financial condition after the sale, best protect service patterns in the Northeast and, consistent with the first two points, maximize the return to the taxpayers," she said.

"The government's return is more than just money. Important to us are the employees, shippers, states and communities whose lifeblood depends on Conrail's continued viability long into their futures. We will choose the bidder which has the financial capacity and the commitment to railroading that will ensure a viable future for Conrail. We want a railroad that shippers can rely on and in which the workforce can feel secure. We also want to sell a railroad that will never be a burden to the American taxpayers again.

"While the bids vary in specific details, there are three basic elements of compensation provided to the Government under each of the three finalist offers. Each offers a cash payment of no less than \$1.2 billion; each gives up Conrail's net operating loss carryforwards of \$2.1 billion and investment tax credits of \$275 million, and each has agreed to be bound for five years by financial and public interest covenants that protect Conrail's financial capacity, as well as shippers, employees, states and communities," she told the group.

MORE

Secretary Dole stated that among the covenants the finalists have agreed to are: a limit on dividends, a mandatory minimum level of capital investment in the company each year, a minimum cash balance of \$500 million in the company at all times after dividends are paid, measures to prevent the stripping of assets or deferred maintenance, restrictions on transfer of ownership control, surrender of expedited abandonment authority, commitments to offer abandoned lines to shippers or short lines at 75 percent of net liquidation value, and retention of service patterns.

"Through our negotiated bid process we have been able to increase the sales price while obtaining the tough covenants which are at the heart of these offers.

"It has been a long and careful process that the Department has followed over the past three years in accordance with directions from Congress. We have followed a deliberative and prudent course. Decision time is close at hand, and we come to this point confident that we are capable of negotiating the best offer on behalf of the American people," the Secretary said.

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# News:

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

FOR RELEASE WEDNESDAY  
December 19, 1984

DOT 117-84  
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Eric Bolton  
Tel.: (202) 426-0660

## DOT STRENGTHENS TRUCK DRIVER DRUG ABUSE RULES

Secretary of Transportation Elizabeth Hanford Dole today announced that the Federal Highway Administration's Bureau of Motor Carrier Safety (BMCS) has strengthened existing federal truck driver drug abuse rules by specifically including such substances as heroin, LSD (lysergic acid diethylamide), marijuana, mescaline, and peyote on its list of prohibited drugs.

The addition of Schedule I substances to BMCS's existing list of prohibited substances expands the current prohibitions against the use of alcohol, amphetamines and derivatives, narcotic drugs and derivatives, and other habit-forming or dangerous substances.

"Truckers traditionally have both practiced and promoted highway safety," Secretary Dole said. "Drug abusers cannot be tolerated by the industry, enforcement officials or the motoring public."

Ray A. Barnhart, Federal Highway Administrator, said the drugs added to BMCS's prohibition list -- known officially as Schedule I substances under the Drug Enforcement Administration's Schedule of Controlled Substances (SCS) -- are extremely dangerous and "have the highest potential for abuse."

A truck driver convicted of a criminal offense involving a Schedule I drug or other prohibited substance while on duty will be disqualified from driving in interstate commerce for six months on a possession conviction or one year on a use conviction, Barnhart explained.

He added, "If the driver is convicted within three years of a second criminal offense involving a Schedule I substance while on duty, the driver will be disqualified for three years."

Barnhart noted that any truck driver who is medically diagnosed as "drug dependent" on a Schedule I substance may not be certified to drive commercial vehicles in interstate or foreign commerce.

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Wednesday, December 19, 1984

DOT 118-84  
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SECRETARY DOLE NOTES  
DOT INSPECTOR GENERAL AUDIT  
SAVINGS OF \$187 MILLION

Secretary of Transportation Elizabeth Hanford Dole has transmitted to Congress the semi-annual report of the DOT Inspector General, which disclosed that audits closed during the six-month period ending Sept. 30 resulted in measurable dollar savings of \$187 million, for a total savings of \$413 million for Fiscal Year 1984.

The Inspector General also issued 945 audit reports during the six months, and questioned \$23 million in costs. Measurable dollars savings from these reports will be determined when the audits are closed.

Investigative operations, primarily involving highway contract bid-rigging, resulted in 81 indictments, 42 convictions, and \$2.6 million in fines, bringing the total for the Fiscal Year 1984 to 107 indictments, 82 convictions, and \$4.82 million in fines.

Since January, 1981, investigative efforts of DOT with the Department of Justice Antitrust Division into bid-rigging have resulted in 470 indictments, 364 convictions, \$49.5 million in fines and 48 years in prison sentences.

The report noted efforts by the Inspector General to improve fraud awareness and prevention. Presentations and publications for federal, state and local managers have emphasized the problems of bid-rigging and the use of "false fronts" in federally-funded construction projects.

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U.S. Department of  
Transportation

# News:

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

FOR RELEASE  
Friday, December 28, 1984

DOT 120-84  
Contact: Wilbur Martin  
Tel.: (202) 426-4321

## SECRETARY DOLE URGES CONCERN FOR SAFETY OVER NEW YEAR HOLIDAY

On the eve of the final holiday weekend of the year, Secretary of Transportation Elizabeth Hanford Dole urged motorists today to exercise care in their transportation plans.

"The New Year's weekend is a traditional time for celebrating," Secretary Dole said. "Sadly for some Americans, joy quickly turns to tragedy. Statistically, the fatality count over the New Year's holiday period is generally 40 percent higher than during a non-holiday period."

The Secretary urged motorists to observe two special precautions:

1. Don't use alcohol before driving and don't ride with a friend who has been drinking. If you choose to drink, designate a non-drinker to do the driving.
2. Wear your safety belts at all times. They are the best defense against a drunk driver.

"We are making gradual but encouraging progress in our efforts to get drunk drivers off the roads," Secretary Dole said. Four years ago, she noted, 28,000 people died in alcohol related highway crashes. This year the number is down to an estimated 23,500.

Secretary Dole pointed out that wearing a seat belt can double a person's chances of avoiding death or serious injury in the event of a crash. "Let's all resolve to drive safely in the new year," she said.

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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

Monday, December 31, 1984

DOT 119-84

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DOT ISSUES GUIDE TO CAB  
FUNCTIONS AND OFFICES

Secretary of Transportation Elizabeth Hanford Dole today announced issuance of a handbook which explains how and where functions transferring from the Civil Aeronautics Board will be handled in the Department of Transportation.

"The book is designed to help those who do business with the CAB, to tell them what offices to contact starting Jan. 1," the Secretary said.

"The guide is a key part of our effort to insure that airlines, lawyers, consumers and others can continue to file requests and obtain information as they have in the past," she said.

The handbook, titled "DOT Guide to CAB Sunset," lists those functions being transferred, identifies the new DOT offices administering those functions, and provides telephone and room numbers.

The functions transferring to DOT include international aviation responsibilities such as bilateral negotiations, carrier selection and tariff filing and review; the Essential Air Service Program, which guarantees service to small communities; consumer protection for airline passengers; antitrust review and immunity authority, and certification of the economic fitness of air carriers.

Some 100 employees from the CAB's Bureau of International Aviation, Bureau of Carrier Accounts and Audits, Administrative Law Judges and support personnel have moved into DOT's headquarters building, 400 Seventh St. S.W., although they remain under CAB authority until Jan. 1.

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During the first two weeks of January, 200 employees from the following CAB offices will move to DOT: Bureau of Domestic Aviation, including the Essential Air Service office; Office of Community, Congressional and Consumer Affairs; the Dockets and Minutes sections; Office of Economic Analysis; Office of the Controller; Office of the General Counsel, and Office of Public Affairs.

The Secretary said, "I welcome CAB employees to the Department--those already here and those who will join us in a few days. They bring valuable expertise and years of experience. I look forward to working with them."

Consumer Affairs. CAB consumer and community affairs staff members, who become DOT employees on Jan. 1, will continue to be located at the CAB building and receive calls through Jan. 11 at the old phone number, (202) 673-6047.

Starting Monday, Jan. 14, consumers reporting possible violations or inquiring about their rights in specific situations can call DOT's Office of Community and Consumer Affairs at (202) 755-2220 during business hours or write to:

Consumer Affairs Division  
Office of Community and Consumer Affairs  
Room 10405, I-44  
Department of Transportation  
Washington, D.C. 20590

Secretary Dole has named Robert Baker, a former official of the Pennsylvania state government, as director of DOT's Office of Community and Consumer Affairs (OCCA).

The office will handle consumer complaints regarding such problems as lost baggage, passengers bumped from flights because of overbooking, smoking on airline aircraft, unfair or deceptive practices, and refunds. Consumers are advised to first contact the air carrier with their complaints. OCCA will also conduct investigations of alleged violations of consumer rules by carriers.

Consumers who have complaints or inquiries regarding aviation safety should continue to contact the Federal Aviation Administration's Community and Consumer Liaison Division, Office of Public Affairs, 800 Independence Ave. S.W., Washington, D.C. 20591, phone (202) 426-1960.

Following is a list of other DOT offices, some of the CAB functions they will handle and their phone numbers, from the DOT handbook:

Office of International Aviation Relations, negotiations with foreign governments and designation of U.S. carriers under bilateral agreements, 426-2903.

Office of Aviation Operations, Tariffs Division, international tariff filing and review, 472-5573.

Fares and Rates Division, international fares and rates, 472-5126.

Special Authorities Division, air carrier fitness determinations, 755-3812.

Licensing Division, registration of carriers and requests from prospective charter operators, 755-3809.

Public Proceedings Division, international carrier selection cases, 755-3186.

Office of Economics, Industry Economics and Finance Division, approval of airline mergers, reorganizations and interlocks; requests for antitrust immunity for intercarrier agreements, 426-4382. Legal review by Office of Assistant General Counsel for Litigation, 426-4731.

Office of Essential Air Service, determination of air service required to meet a community's needs, carrier selection and rate determination, 426-5903.

Office of the Assistant General Counsel for Aviation Enforcement and Proceedings, public counsel in hearing cases, and conduct of enforcement cases, 426-7631.

Those wishing to obtain a copy of the handbook should contact the Office of Economics, P-35, Assistant Secretary for Policy and International Affairs, Department of Transportation, Washington, D.C. 20590, telephone (202) 426-4303.

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Office of the Secretary  
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Telephone: (202) 426-4303