



U.S. Department of
Transportation

News:

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

FOR RELEASE WEDNESDAY
January 28, 1987

DOT 08-87
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DOT TENTATIVELY APPROVES USAIR- PACIFIC SOUTHWEST ACQUISITION

The Department of Transportation today issued a show-cause order tentatively approving USAir Group's acquisition of Pacific Southwest Airlines.

The Department said the acquisition is not likely to substantially lessen competition or to be inconsistent with the public interest.

The order invited interested persons to file comments or objections within 15 days, with answers scheduled to be due 10 days after that. DOT denied the applicants' request that the transaction be exempted from the rules governing merger procedures. It said "a transaction of this significance" should be considered under the substantive standards and hearing requirements of the law.

In reviewing the competitive issues, DOT said the transaction would not substantially affect national market structure or concentration. USAir is currently the seventh largest domestic carrier and PSA is the twelfth. The combined carriers would still rank seventh with 4.9 percent of revenue passenger miles.

DOT noted that the two airlines operate for the most part in different regions of the country. In the three nonstop city-pair markets where they do compete, Los Angeles-Phoenix, Los Angeles-San Francisco, and Los Angeles-San Diego, it said the transaction would not substantially reduce competition. It noted that other carriers serve these markets and that USAir is a relatively minor participant in these markets.

The Department tentatively decided not to impose labor protective provisions (LPPs) as a condition of its approval.

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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, January 28, 1987

DOT 09-87
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DOT TO FOCUS ACTIONS ON AIRLINE DELAYS, DOLE SAYS

Secretary of Transportation Elizabeth Hanford Dole announced today the Department of Transportation is taking action to reduce airline delays.

Dole said, "Flight delays have increased substantially in the last year, to the increased frustration of the traveling public. At the 22 busiest airports, there were 367,000 delays in 1986 compared with 295,000 in 1985. While an estimated 65-70 percent of these delays were weather related, there is increasing evidence that at many busy airports, airlines are scheduling more operations at peak hours than the airports can handle even in good weather."

The Department is undertaking a three-part effort to deal with this problem and to supplement on-going actions which attempt to reduce airline delays. First, Dole said, "The Department proposes to grant antitrust immunity to the airlines to permit them to conduct joint discussions aimed at adjusting schedules to reduce delays. I hope this action will encourage the airlines to move some flights to less congested times and reduce delays." Comments on the proposed action are being invited.

In 1984, the Civil Aeronautics Board issued such an order, which led to rescheduling discussions by the airlines. The revision of flight schedules resulting from those discussions helped to significantly reduce flight delays.

Dole also announced that the Department is initiating an investigation to determine if and how airline scheduling processes contribute to delays. "We plan to determine whether airlines routinely misrepresent their schedules to consumers," she said. The investigation will include 13 airports which experience delays starting with Atlanta Hartsfield Airport. After this initial review, the other airports will be examined.

In the third part of the program, she said the Federal Aviation Administration is implementing a series of steps to reduce delays. It is providing technical support using computer traffic models to help airlines adjust schedules at specific airports. Such models can help carriers assess the impact of scheduling changes.

- more -

FAA is constantly making technical and procedural improvements to help reduce delays. Among many initiatives, FAA "Tiger Teams" are reviewing air traffic control procedures on a facility-by-facility basis. The first such review, at San Francisco, resulted in a 50 percent reduction in delays. A team is working in the Boston area and will visit other key facilities. FAA's expanded East Coast Plan will become largely operational in February, increasing the number of departure paths from New York area airports from 17 to 25. A similar plan is being developed for West Coast airports.

FAA is also realigning sectors that controllers monitor in the busy New York/Boston corridor, to even out workload among controllers. In addition FAA has transferred additional controllers to the busiest facilities, returned to normal aircraft spacing patterns in seven key en route areas and reduced flow control restrictions for reasons other than weather. All of these measures will increase capacity.

The Secretary said that over the long term scheduling delays will be alleviated by ongoing DOT programs, including the \$12 billion FAA effort to modernize and increase the capacity of the air traffic control system. Some 90 percent of the National Airspace System Plan contracts will be underway by the end of this fiscal year.

"Our FAA fiscal year 1988 budget request is a full 20 percent increase over last year," Dole said. "This means 225 more air traffic controllers, 178 additional safety inspectors, a 68 percent increase in funds for the modernization of the air traffic control system, and \$1 billion for airport improvement grants."

We are proposing to restructure the grant program to give greater priority to improvements that will expand capacity. For the first time, at least 33 percent of federal airport funds would be set aside for critical systemwide capacity needs.

The FAA is meeting with airlines and with Air Transport Association officials in an effort to find solutions to delay problems. Currently, top FAA officials are meeting separately with the scheduling directors of the nine largest airlines as part of this effort.

Secretary Dole emphasized, however, that the FAA will not take any action that reduces the margin of safety.

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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
Thursday, January 29, 1987

DOT 10-87
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PLANES MUST HAVE ALTITUDE DEVICES AT 14 MAJOR AIRPORTS, DOLE SAYS

Secretary of Transportation Elizabeth Hanford Dole announced today that all aircraft entering restricted airspace around airports in 14 major cities will be required to have altitude-reporting equipment starting December 1, 1987. These devices are already required in airspace around airports in nine cities which have the heaviest levels of air traffic.

Dole said, "In these high density areas, this new rule will give controllers a continuous readout of aircraft altitude, a more complete view of traffic, and improved control. Although originally not intended to be installed until December 1, 1988, the requirement has been accelerated one full year as part of our effort to provide a safer and more efficient flow of traffic in the airspace around the nation's busiest airports."

The new Federal Aviation Administration (FAA) rule will apply to so-called Group II Terminal Control Areas (TCAs) around airports in Cleveland, Denver, Detroit, Honolulu, Kansas City, Houston, Las Vegas, Minneapolis, New Orleans, Philadelphia, Pittsburgh, Seattle, St. Louis, and San Diego. The rule will affect an estimated 2,400 smaller aircraft that operate in Group II TCAs. Major airlines already operate with altitude reporting equipment.

The Secretary said the FAA rule also requires that all new transponders (radio receiver/transmitters) installed in aircraft after January 1, 1992, be compatible with Mode S, the new-technology radar beacon system that will be installed in the future.

She said Mode S will give controllers more accurate position and identification information on aircraft. This new equipment should ease the air traffic controllers' workload and will permit FAA to safely handle projected increases in air traffic."

- more -

FAA currently requires airplanes to be equipped with less sophisticated transponders when operating above 12,500 feet or in designated terminal control areas. One limitation of the present radar beacon system is that all aircraft in a given area are "interrogated" at the same time. The nearly simultaneous responses can cause overlapping and garbling of signals on radar displays.

Dole said, "The Mode S, or "selective address" system, eliminates this problem by addressing each aircraft individually. Mode S provides a channel for automatically transmitting weather and other data between pilots and air traffic control without the need for voice communication. Under the new rule, transponders installed after January 1, 1992, must meet Mode S requirements. The rule's purpose is to promote early installation of Mode S transponders."

The rule would permit the existing transponders to be manufactured until December 31, 1989. Pilots could continue to fly with the less sophisticated transponders until January 1, 1992.

Mode S transponders can include the capability to provide "data link" services which provide digital exchange of information between pilots and controllers. FAA expects to provide such services by about 1990. However, to provide flexibility for aircraft owners, the rule does not require that new transponders be capable of providing data link services.

"On the requirement for altitude reporting equipment," Dole said, "such equipment has been especially beneficial in the busy airspace around airports at the nine major cities where they are presently required under FAA rules."

The nine Group I Terminal Control Areas where such altitude encoding transponders are already required are at airports in Atlanta, Boston, Chicago, Dallas, Los Angeles, Miami, New York, San Francisco and Washington, D.C.

The FAA will continue to review activity in the nation's airspace to determine whether terminal control areas should be established around additional airports.

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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 RELEASE MONDAY
February 2, 1987

DOT 11-87
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DOT TO INVESTIGATE AIRLINE COMPUTER RESERVATIONS SYSTEMS

Secretary of Transportation Elizabeth Hanford Dole announced today the Department of Transportation will investigate airline-owned computer reservations systems (CRSs) and their effect on airline competition.

In an order issued today, DOT directs the five airlines that operate such systems--United, American, Eastern, TWA and Delta--to submit special reports on several issues.

Dole said, "CRS market power, possible abuses of such power, and the effectiveness of existing CRS rules in curbing any abuses have important implications for airline competition. In order to examine this issue, we find it necessary to gather additional information to update our knowledge about the status of CRS competition and about the effects of certain CRS practices."

The order seeks information on the fees paid by airlines whose flights are displayed on the computerized systems, the amount of so-called incremental airline revenues CRS owners earn from the systems, market shares, and the prevalence and effect of restrictive clauses in the vendors' contracts with travel agent subscribers.

Questions have been raised about the potential for CRS vendors to exert market power and influence airline industry competition. The order noted that airlines that do not own CRSs claim that the owners continue to charge excessive access fees to airline participants, and use improper tactics to gain so-called incremental airline passenger revenues at the expense of their competitors.

(more)

The Department of Justice and the General Accounting Office have reviewed these issues recently. The leaders of the House and Senate aviation subcommittees have requested that DOT conduct a study of the issues.

DOT said it might issue other requests for information to the airlines that own the reservations systems or to other companies.

After it has reviewed the data requested in today's order, the Department will decide whether further regulatory or other steps need to be taken in this area.

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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 RELEASE TUESDAY
February 17, 1987

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DOLE ANNOUNCES MATCHING PROGRAM TO IDENTIFY PILOTS WHO FALSIFIED MEDICAL CERTIFICATION FORMS

Secretary of Transportation Elizabeth Hanford Dole today announced the start of a program designed to identify and prosecute pilots who have failed to declare drug or alcohol-related convictions on medical certificate applications.

On Jan. 21, 1987, Secretary Dole proposed a comprehensive program for Department of Transportation employees, which includes extensive drug awareness and education campaigns, drug testing of certain Departmental employees and rehabilitation assistance. The matching program complements these efforts.

"I share President Reagan's commitment to a drug-free America. As part of that commitment, I will do everything in my power to ensure that the American people have a drug-free transportation system," Secretary Dole said.

Secretary Dole said the matching program is expected to be completed in nine months. After verification of discrepancies between the FBI and FAA records, the facts regarding these individuals will be furnished to the FAA for possible administrative action and, depending on the circumstances, to the Justice Department for possible criminal action.

Under the program announced today, the Office of Inspector General will work with the Federal Aviation Administration (FAA). A tape of information from the FAA's automated medical certification data base will be provided to the Federal Bureau of Investigation for matching against the FBI's identification division records. Records involving drug or alcohol-related convictions resulting from this match will be reviewed and verified, as necessary, with federal, state and local law enforcement agencies.

The match will be made using FAA Form 8500-8, Application for Airman Medical Certificate, which all pilots complete in connection with medical certification. Under present regulations, intentional falsification of those applications is grounds for suspension or revocation of an airman certificate.

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Pilots with drug conviction records are also subject to action. Under current Federal Aviation Regulations there are administrative provisions for penalties for pilots with drug-related convictions. Specifically, any pilot convicted of violating federal or state statutes relating to drugs can have his or her pilot's license suspended or revoked.

There is currently no similar Federal Aviation Regulation which specifically addresses conviction for multiple alcohol related driving offenses. The FAA is therefore initiating a rulemaking project to establish guidelines that deal specifically with driving-while-intoxicated convictions and eligibility to hold a pilot's license. These rules, when issued in final form, will form the basis upon which the FAA will take administrative action against pilots found to have alcohol related driving convictions.

The Department said records in the matching program will be maintained under strict security and under the control of the Office of the Inspector General. The FBI will return the Department's computer source tape after the match.

The Department is permitted to disclose from its system of records the names of individuals to another agency for use in law enforcement activities, either civil or criminal, or to expose fraudulent claims.

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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
Friday, February 20, 1987

DOT 16-87
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DOT TENTATIVELY APPROVES AMERICAN ACQUISITION OF AIRCAL

The Department of Transportation today issued a show-cause order tentatively approving the proposed acquisition of AirCal by American Airlines.

The acquisition is not likely to substantially lessen competition and is not inconsistent with the public interest, the Department said.

Interested persons are invited to file comments or objections within 15 days, with answers scheduled to be filed 10 days after that. DOT denied American's request that the transaction be exempted from the rules governing merger procedures. It said significant transactions should be considered under the substantive standards and hearing requirements of the law.

DOT said it does not appear that American's acquisition of AirCal would substantially affect the national market. AirCal is a relatively small carrier whose routes are largely confined to the Pacific Coast. It ranks 17th among the nation's airlines in terms of revenue passenger miles. While American is a much larger carrier, its acquisition of AirCal will not greatly alter its national market share, which would increase from 14.7 percent to 15.4 percent.

DOT noted the record does not indicate any threat of a lessening of competition in the Portland-Seattle city-pair market, the only market in which both carriers provide round trip, nonstop service. This market, now served by eight other carriers, appears to be very competitive. The Department also said the acquisition appears unlikely to reduce competition substantially in three markets previously served by both carriers until American recently withdrew. The markets are San Diego-San Jose, San Jose-Seattle and Ontario-Sacramento.

Those opposed to the acquisition were principally concerned with the effect it would have at the Orange County (California) Airport, where operations are severely limited due to environmental concerns and the relatively small size of the airport terminal building. American and AirCal each provides service between Chicago and Orange County.

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If the acquisition is approved, American will control 37 percent of the airport's 66 permanently authorized slots. After a review of the arguments, however, DOT tentatively concluded that airline service offered at other Los Angeles area airports, especially Los Angeles International Airport, will provide effective competition for Orange County travelers in long-haul markets.

The Department also tentatively decided not to impose labor protective provisions (LPPs) as a condition of its approval.

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

FOR RELEASE TUESDAY
February 24, 1987

DOT 17-87
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DOT-FEMA CENTER OFFERS HAZARDOUS MATERIALS EMERGENCY INFORMATION TO STATE, LOCAL OFFICIALS

Two agencies have started operating an information clearinghouse to help state and local emergency response officials plan for dealing with hazardous materials transportation accidents, Secretary of Transportation Elizabeth Hanford Dole and Director Julius W. Becton Jr. of the Federal Emergency Management Agency announced today.

FEMA and the Department of Transportation, joint sponsors of the HAZMAT Information Exchange System, are now providing easy access to the system through both telephone and computerized channels. DOT's Research and Special Programs Administration is operating a tollfree phone number--1-800-PLAN FOR (752-6367), but for Illinois residents, 1-800-367-9592--that is open during normal business hours.

FEMA is providing a computerized service accessible to officials who have a personal computer with communications capability. The FEMA computer link, which operates on a 24-hour basis, can be accessed by dialing (312) 972-3275 or, for FTS users, 972-3275.

To avoid serious damage to people and property, those who try to handle a hazardous materials emergency must have immediate access to all the information needed. The clearinghouse will serve state and local officials, as well as the private sector.

Becton said, "This program provides an enhanced information exchange for those involved in the management of hazardous materials emergency response planning."

(more)

The new system offers updated information about training, planning techniques, events and conferences, management experiences with previous hazardous materials accidents, and other information to help communities manage response programs. It will also put state and local managers in touch with experienced emergency management teams directed by industry, the federal government, states and cities.

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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 RELEASE FRIDAY

March 6, 1987

DOT 18-87

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DOLE PROPOSES AFFECTED PARTIES DRAFT AIRLINE-HANDICAPPED RULE

Secretary of Transportation Elizabeth Hanford Dole has proposed that airlines, disabled organizations, the Department of Transportation and other groups draft by negotiation a proposed rule that would prohibit discrimination against disabled persons by all airlines.

Dole said, "It is unusual for the affected parties to sit down and negotiate a proposed rule that will affect them. But we have used this technique in the past, and I think it makes good sense in this case. While we hope the group will reach consensus on every issue, if it does not, we still expect it can reach agreement on many issues and help us develop an effective rule."

First, an advisory committee would be created. Then the group would adopt recommendations through a negotiation process, under the guidance of an impartial mediator. In addition to representatives of the air carriers and disabled organizations, the committee could include representatives of flight crew members, airport operators, and others deemed necessary for successful negotiations.

"We are committed to providing full access to air travel for disabled persons," Dole said. "We supported passage by Congress of the Air Carrier Access Act of 1986, and this rulemaking is being undertaken in response to the act."

Since January 1985, when the Civil Aeronautics Board went out of business, DOT has had responsibility for enforcing a rule prohibiting discrimination against disabled travelers. The rule included a general prohibition against discrimination applying to all airlines and specific requirements for accommodating disabled passengers which applied to a few carriers receiving a direct federal subsidy.

(more)

In June 1986, the U.S. Supreme Court ruled that airlines which do not receive such a subsidy could not be held to the specific requirements for handicapped travelers. In response to that ruling, Congress enacted a law banning discrimination against disabled persons by all airlines, whether or not they receive a subsidy.

Many air carriers believe that some special conditions for certain disabled persons are needed for safety reasons. Some disabled passengers have objected to certain airline practices they view as inconvenient, unnecessary and discriminatory. They also say that such practices vary from airline to airline, and from one terminal or flight crew to the next on the same airline.

The issues proposed for discussion by the committee include, among others, advance notice requirements for travel by airlines; conditions for refusal of service; requirements for an attendant; conditions for the carriage of items used by disabled persons such as canes, crutches, wheelchairs, etc.; the provision of ramps, wheelchairs, aisle chairs, and other equipment; seating restrictions and procedures for boarding and deplaning.

A notice discussing the proposed regulatory negotiation was published in the Feb. 23 Federal Register.

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COMMISSION FORMED TO STUDY PRIVATIZATION OF AMTRAK

Secretary of Transportation Elizabeth Hanford Dole today announced the creation of a Commission which will explore ways that the federal government can eliminate subsidies to the National Railroad Passenger Corporation (Amtrak) while preserving economically feasible rail passenger service.

In 1970, the rail freight industry in the United States was at the point of economic collapse. Rail passenger service had become a substantial drain on the industry's already fragile resources. To help the industry get back on its feet, Congress removed the burden of passenger service by creating Amtrak. It was intended that federal subsidization would be temporary and that the system eventually would be viable as a wholly independent entity.

"Instead of a short-term experiment, as Congress originally intended, Amtrak has become a long-term drain on the Federal Treasury," Dole said. "By the end of this fiscal year, it will have cost American taxpayers \$12.4 billion. Last year alone Amtrak cost taxpayers over \$600 million -- or \$27 per passenger."

"In an era of large deficits, limited budgets, and other, more pressing national needs, it's time we found a way to both relieve the federal taxpayer and preserve viable rail passenger service in this country."

"The new Commission will be chaired by Richard Ogilvie, former Governor of Illinois and will be comprised of individuals like Governor Ogilvie who have had distinguished careers in both the public and the private sector. Together, they will provide needed expertise in everything from the economics of the rail industry to the fine technicalities of law, finance and marketing strategy."

In addition to Governor Ogilvie, the 11 member Commission includes: Philip Abrams, President, Philip Abrams and Associates Inc., and former Under Secretary of The Department of Housing and Urban Development; Dr. John "Jack" Albertine, Vice Chairman of Farley Industries and former President of the American Business Conference; The Honorable James Broyhill, former U.S. Senator and Congressman from North Carolina; Richard Fink, President and Chief Executive Officer of Citizens for a Sound Economy; Ed Feulner, Jr., President of The Heritage Foundation; W. Grant Gregory, former Chairman of Touche Ross & Co.; Carolyn Kuhl, Partner, Munger, Tolles & Olson; Stephen M. Wolf, Chairman and Chief Executive Officer of Flying Tiger Line; Jim Tozzi, Director, Multinational Business Services; and Robert Woodson, President, National Center for Neighborhood Enterprise, Washington, D.C.

The model for the new commission is the "Holton Commission" formed in 1984 by Secretary Dole to study options for transferring National and Dulles Airports from the federal government to a local authority. This Commission's effort led to the success of legislation to transfer the airports to the Washington Metropolitan Airports Authority.

"Amtrak has significant marketing and asset development potential which the Commission will explore. Amtrak gains considerable revenue from its non-passenger operations, such as its mail and express package service, maintenance contracts with commuter agencies, fiber optic leases and development and real estate projects," Dole said.

Secretary Dole has asked the Commission to consider what type of entity is best suited to own and manage intercity rail passenger service in a manner responsive to market forces, what route structures might result from such a proposal, and what financial arrangements would be necessary. The Commission will study a wide range of options, including proposals for private investment in some or all of the Amtrak system, defining the possibility of state subsidies for portions of the system, and also considering an employee stock ownership plan.

The Commission will solicit comments from the public and interested parties and will present its report to the Secretary in six to eight months, with a full discussion of the advantages and disadvantages of each approach.

"The successful transfer from the federal government of the Alaska Railroad and the Washington airports, and the imminent sale of Conrail proves that the public and private sectors working together can devise creative solutions to what had seemed to be insoluble problems. That kind of approach remains critically important in our efforts to reduce the budget deficit and get the federal government out of the business of running entities which can best be operated by the states or the private sector," the Secretary said.

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FOR IMMEDIATE RELEASE
Wednesday, March 11, 1987

DOT 21-87
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DOT APPROVES AIRLINE TALKS TO REDUCE DELAYS AT BUSIEST AIRPORTS

Secretary of Transportation Elizabeth Hanford Dole announced today that the Department of Transportation has decided to grant antitrust immunity for airline scheduling discussions in order to reduce delays at Atlanta and Chicago O'Hare airports. Conditional immunity was granted for five other airports, but scheduling discussions may prove to be unnecessary for these airports, located in Dallas-Fort Worth, Boston, Denver, Newark, and Philadelphia.

Dole said, "We appreciate and share the concerns that have been expressed to us about the competitive implications of airline scheduling talks. We have concluded that such talks are essential to reduce the delays to which the American public has been subjected in recent months. Moreover, we are confident that the conditions we have imposed on the discussions will prevent any anticompetitive effects. The discussions will be monitored by the FAA and will be open to the public."

In cooperation with the Air Transport Association, which represents major airlines, DOT has made arrangements for carriers serving the seven airports named in today's order to participate in a meeting in Washington, D.C. the week of March 16.

In connection with delays, the scheduling discussions are only one among several initiatives being undertaken. Dole noted that DOT has proposed legislation seeking a 68 percent increase for fiscal 1988 over what Congress appropriated for fiscal 1987 for equipment needed to increase the efficiency and expand the capacity of the air traffic control system. The bill would also restructure the airport improvement program to give greater priority to projects that expand airport capacity. More immediate results are expected from the FAA's Expanded East Coast Plan, which has increased the number of flight routes and revised air traffic procedures on the East Coast, and the use of FAA teams of air traffic specialists -- called "Tiger Teams" -- who can cut delays by streamlining traffic procedures at individual airports. An expanded West Coast Plan is under development, and numerous other capacity generating improvements are being planned or implemented.

- more -

On January 28, the Department proposed that antitrust immunity be granted so that airlines could meet to adjust schedules in a way that would reduce delays at 13 airports. DOT made the proposal because of the high number of delays (367,000 delays in 1986 at the 22 busiest airports) and increasing evidence that at many busy airports airlines have been scheduling more operations at peak hours than the airports can handle, even in good weather.

In an order issued today, DOT noted that efforts by the FAA and air carriers appear to be leading to a significant reduction in delays at several of the 13 airports. While DOT determined that such discussions are not required for six of the airports, it intends to monitor the situation closely and reexamine the need for discussions if delays increase at these airports, the order said.

After reviewing comments on its proposal, the Department made the following determinations on the 13 airports:

- * At two airports, Atlanta and Chicago O'Hare, there are serious scheduling problems which call for moving flights from highly congested times to less congested times. Airlines at these airports are to submit information on their summer schedules to FAA by March 13. At the March 16 meeting the airlines will attempt to agree upon schedule changes that will reduce delays at these two airports.
- * For five airports, Boston, Dallas-Fort Worth, Denver, Newark, and Philadelphia, carriers are to submit their summer 1987 schedules to FAA by March 13. FAA will review these schedules and announce at the meeting on March 16 whether it believes the schedules pose a delay problem. If there is no problem, there will be no need for joint carrier schedule discussions on those airports at this time. However, if FAA believes that schedules at one or more of these five airports will create a delay problem, then the discussions will be allowed.
- * For six airports, Minneapolis-St. Paul, New York LaGuardia, New York JFK, San Francisco, St. Louis, and Washington Dulles, DOT determined that it was not necessary to grant immunity for scheduling talks at this time. However, the Department said that it is prepared to reconsider that decision if evidence appears that delay conditions at those airports are worsening.

During the meeting, carriers will be asked to volunteer to make changes in their schedules, in most cases merely moving flights within the hour. To preserve competition, carriers will not be allowed to discuss markets or fares and no carrier will be forced to make a change against its will.

The agreements that result from the discussions will be submitted to DOT for review and approval to assure that the results are not anticompetitive.

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DAYLIGHT TIME WILL
ARRIVE EARLY THIS YEAR

Just when you're not expecting it, daylight saving time will arrive early this year.

Many people are expecting to see daylight saving time take effect on the last Sunday in April, as it has in recent years. However, thanks to a new law passed by Congress last year, daylight saving time will begin at 2 a.m. April 5, the first Sunday of the month.

So, when you plan evening leisure or business activities, you can count on more daylight time this April.

Government and private industry studies have shown that April daylight time should reduce highway traffic deaths and injuries, cut down on certain types of crime that tend to occur after dark, and enable Americans to save energy by reducing the need to turn on lights in the late afternoon. Most Americans favor daylight saving time in April, according to private and government polls.

The original law that governs time changes, the Uniform Time Act of 1966, does not require that any area observe daylight time. However, if a state chooses to observe daylight saving time, it must follow the same starting and ending dates set by law and used by other states. Some states and territories do not observe daylight saving time and will not change their clocks April 5. They include Arizona, Hawaii, the part of Indiana located in the Eastern Time Zone, Puerto Rico, the Virgin Islands, and American Samoa.

The new law made no change in the date when daylight time ends, the last Sunday in October. So the nation will return to standard time Oct. 25, 1987.

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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, March 30, 1987

DOT 23-87
Contact: Dale Petroskey
Tel.: (202) 366-4570
Hal Paris
Tel.: (202) 366-5571

DOT APPROVES AMERICAN ACQUISITION OF AIRCAL

The Department of Transportation today announced it has given final approval to the proposed acquisition of AirCal by American Airlines.

The Department said the acquisition is not likely to substantially lessen competition or to be inconsistent with the public interest.

On Feb. 20, 1987, DOT issued a show-cause order tentatively approving the acquisition. After reviewing comments on that order, the Department said it has decided to make its decision final.

AirCal is a relatively small carrier whose routes are primarily confined to the Pacific Coast. It ranks 17th among the nation's airlines in terms of revenue passenger miles. While American is the nation's third largest carrier in terms of revenue passenger miles, its acquisition of AirCal will not substantially affect the national market. American's share will increase from 14.7 percent to 15.4 percent.

DOT found that the acquisition appeared unlikely to cause a substantial reduction in competition on the routes where both carriers each provide either nonstop or single-plane service (Portland-Seattle, Chicago-Orange County (Calif.), Chicago-Portland and Chicago-San Francisco), since other carriers provide competitive service in each of these city-pair markets.

DOT also said the record contains no evidence that other carriers could not obtain facilities needed for increasing or instituting service in competition with American-AirCal at 13 of the 14 points served in common by the two carriers. While entry may not be possible at the Orange County airport in the near future, DOT found that the service provided at other airports in the Los Angeles area, especially at the Los Angeles International Airport, will provide effective competition for Orange County travelers in long-haul markets.

- more -

The Department also decided not to impose labor protective provisions as a condition of its approval. The Air Line Pilots Association (ALPA) filed comments in opposition to DOT's tentative findings approving the acquisition but the Department said ALPA raised no new facts or arguments.

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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 RELEASE FRIDAY
April 3, 1987

DOT 24-87
Contact: Dale Petroskey
Tel.: (202) 366-4570
Ed O'Hara
Tel.: (202) 366-5571

DOLE ORDERS ACTIONS TO IMPROVE SECURITY IN SENSITIVE AIRPORT AREAS

Secretary of Transportation Elizabeth Hanford Dole today announced recommendations designed to tighten security in airport areas where aircraft operations are conducted and around airport perimeters.

Dole said, "My Safety Review Task Force has taken a detailed look at airport security practices, drawn useful conclusions, and called for specific actions. While the current system has worked well, these steps can provide an even higher standard of protection to the traveling public."

She said the recommendations call for tighter control of access permits issued to airport employees, review of employment verification procedures for certain employees who have access to restricted airport areas, encouraging employees in restricted areas to challenge persons who do not have proper permits, more stringent requirements for the use and maintenance of gates and perimeter fencing, and better procedures to prevent unauthorized access to aircraft. Dole directed Federal Aviation Administrator Donald D. Engen to implement the recommendations.

The Secretary said the report identifies areas where there is no clear division of responsibility for security between an airport operator and air carriers. For example, where air carriers have exclusive use of an airport area, the carrier should include in its security program the same strict standards that the airport must meet. The report said that tenants, contractors and others in the airport community--in addition to airlines and the airport operator--should participate as members of the airport security committee.

-more-

Major recommendations include:

Employment Verification. Existing FAA rules require that all persons hired at U.S. airports since November 1985, who have access to restricted areas have their previous five years' employment record verified by employers. At some airports, employers make blanket certification that such verification is being performed. FAA should study whether the blanket certifications now made by some employers are satisfactory.

Aircraft access. FAA should require that domestic and foreign carriers develop specific, enforceable procedures to protect airplanes from unauthorized access, including a security inspection of any aircraft that has been left unattended before it is returned to service.

Access permits. All permits for access to restricted areas should be issued by the airport operator. Exceptions can be made for working flight crews and law enforcement personnel. The task force found that when several types of permits are issued, it becomes more difficult to limit access. The system should keep permits up to date and reclaim those no longer needed.

Computer-TV controls. An effective method of controlling access is by a computer linked to access card readers at points of entry to restricted areas, the task force found. Closed circuit tele-vision monitoring of key sensitive areas can also be useful in spotting intruders.

Challenge to Access. Employees in restricted areas are required to challenge persons who do not show evidence they are entitled to be there. Since some employees are reluctant to challenge without a way to call for help, they should be given instructions and told how to obtain law enforcement support if necessary.

The report covers one phase of the Department's review of U.S. aviation security policy which was ordered by Secretary Dole in February 1986. In August, she announced initial recommendations which called for limiting those personnel and vehicles with access to aircraft operations areas. On December 10, Dole ordered that steps be taken to provide improved security training for airline flight crews and other employees. In conducting the review that led to today's report, the task force visited eight U.S. and two foreign airports, met with officials of 16 airlines, 15 aviation industry associations, five federal agencies, and six companies that provide support services at airports.

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U.S. Department of
Transportation

News:

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

FOR RELEASE WEDNESDAY
April 8, 1987

DOT 25-87
Contact: Suzette Paes
Tel.: (202) 366-4461

DOT AWARDS PIPELINE SAFETY GRANTS TO STATES

The Department of Transportation today announced the award of \$4.5 million in pipeline safety grants to the states.

Some \$4.2 million of the amount will go to 46 states, the District of Columbia and Puerto Rico to conduct safety enforcement programs for natural gas pipelines. The balance will be used by seven states for hazardous liquid pipeline safety enforcement efforts.

The states use the funds to inspect pipelines, to conduct accident investigations and training programs, and for equipment used to inspect pipelines. Most of these efforts are directed at intrastate pipelines.

Under the Federal/State Cooperative Pipeline Safety Program, the states can apply to DOT's Research and Special Programs Administration for funding of part of the cost of pipeline safety programs. The size and effectiveness of state programs are factors considered in determining the amount of the grants.

The cooperative program is authorized by the Natural Gas Pipeline Safety Act of 1968 and the Hazardous Liquid Pipeline Safety Act of 1979. The program allows states to assume total or partial regulatory and enforcement safety authority over intrastate pipelines under their jurisdiction.

1987 LIQUID PIPELINE SAFETY GRANT ALLOCATIONS

<u>STATE</u>	<u>ALLOCATION</u>
Alabama	\$ 6,832
Arizona	\$ 11,903
California	\$ 121,108
Mississippi	\$ 12,254
Oklahoma	\$ 17,763
Texas	\$ 72,229
West Virginia	\$ 8,318

-more-

1987 NATURAL GAS PIPELINE SAFETY GRANT ALLOCATIONS

<u>STATE</u>	<u>ALLOCATION</u>
Alabama	\$112,341
Arizona	\$150,454
Arkansas	\$ 77,361
California	\$114,278
Colorado	\$ 65,549
Connecticut	\$107,186
Delaware	\$ 12,643
Florida	\$ 56,652
Georgia	\$113,787
Hawaii	\$ 15,136
Illinois	\$116,630
Indiana	\$ 88,827
Iowa	\$ 96,289
Kansas	\$ 94,037
Kentucky	\$130,746
Louisiana	\$176,690
Maine	\$ 12,548
Maryland	\$ 36,778
Massachusetts	\$111,882
Michigan	\$109,973
Minnesota	\$ 79,501
Mississippi	\$107,702
Missouri	\$127,454
Montana	\$ 25,134
Nebraska	\$ 55,799
Nevada	\$ 46,346
New Hampshire	\$ 36,820
New Jersey	\$114,289
New Mexico	\$106,659
New York	\$268,403
North Carolina	\$101,799
North Dakota	\$ 31,972
Ohio	\$112,063
Oklahoma	\$ 92,750
Oregon	\$ 48,087
Pennsylvania	\$110,962
Rhode Island	\$ 56,561
Tennessee	\$118,874
Texas	\$157,019
Utah	\$ 43,350
Vermont	\$ 40,337
Virginia	\$ 96,638
Washington	\$ 52,315
West Virginia	\$155,219
Wisconsin	\$ 93,571
Wyoming	\$ 94,752
District of Columbia	\$ 32,951
Puerto Rico	\$ 12,479



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, April 8, 1987

DOT 26-87
Contact: Dale Petroskey
Tel.: (202) 366-4570
Bob Marx
Tel.: (202) 366-5580

SECRETARY DOLE HOSTS TALKS WITH U.K.
SECRETARY OF STATE FOR TRANSPORT JOHN MOORE
AND SIGNS NEW AVIATION SECURITY ACCORDS WITH THE U.K.

Secretary of Transportation Elizabeth Hanford Dole today hosted a meeting with U.K. Secretary of State for Transport, John Moore at which both transportation leaders discussed issues of mutual concern, among them, user charges being levied at London area airports, U.S. computer reservation systems and aviation security.

The two Secretaries, demonstrating the commitments of their governments at the highest level to fight terrorism directed against international aviation, signed agreements to strengthen aviation security. These agreements commit the two countries to establish and maintain rigorous aviation security standards that will serve as an example to the rest of the world.

One agreement amends the current "Bermuda II" bilateral aviation agreement to include new security language; it commits the parties to assist each other to prevent terrorist attacks against aircraft and airports, to honor security standards issued by the International Civil Aviation Organization, and to facilitate communication and cooperation in the event of a terrorist incident. The International Civil Aviation Organization Council has recommended that all nations negotiate such agreements with their trading partners. The U.S. is seeking similar agreements with all other countries with which we have an aviation relationship.

The second agreement provides for cooperation between Federal Aviation Administration officials and comparable officials in the U.K. for development and evaluation of new aviation security systems.

The two Secretaries also discussed U.S. policy towards the regulation of repairs of U.S. registered aircraft by foreign repair stations holding FAA certificates. Secretary Dole announced a new rulemaking project to review existing requirements and update the FAA's rules governing foreign repair stations which were developed during the infancy of the industry. The Secretary emphasized that the FAA's resources would be dedicated towards expediting the rulemaking and that there was no need for further action on the draft action notices first circulated last summer in an attempt by the U.S. to clarify the existing rules.

The two transportation leaders also stated they would encourage their respective staffs to seek solutions to issues of concern to both sides and to encourage their civil aviation negotiators to develop and expand the opportunities for the airlines of both countries.

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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
Tuesday, April 21, 1987

DOT 30-87
Contact: Dale Petroskey
Tel.: (202) 366-4570
Ed O'Hara
Tel.: (202) 366-5571

DOT SELECTS TWA TO PROVIDE NONSTOP SERVICE BETWEEN BALTIMORE AND LONDON

The Department of Transportation (DOT) today announced that it has selected Trans World Airlines to provide regularly scheduled passenger/cargo service between Baltimore and London.

In an opinion issued by Vance Fort, Deputy Assistant Secretary for Policy and International Affairs, DOT affirmed an earlier decision tentatively selecting TWA for the Baltimore-London route.

In selecting TWA, DOT said that the carrier presented a combination of fare and service options that were the most responsive to the needs of the market. The Department determined that TWA's service proposal was superior to Air America's proposal because only TWA would provide daily nonstop service between Baltimore and London year-round, would continue single-plane service beyond London to Frankfurt as previously provided by World Airways, and would adjust capacity to seasonal traffic without reducing service over the route. DOT said that although Air America's proposed fares were somewhat lower, TWA had proposed a broad array of price/service options designed to attract both the business traveler and the price-conscious vacation passenger.

The Department noted that the State of Maryland strongly supported TWA's selection in large part due to the superior quality of its proposed service in the Baltimore-London market. DOT's opinion was sent to the White House on April 16. President Reagan has 60 days to review the decision for foreign policy and national defense considerations.

A bilateral aviation agreement with the United Kingdom permits the United States to select one carrier to operate regularly scheduled passenger/cargo service between Baltimore and London. World Airways was selected to provide that service in 1981, and continued to serve the Baltimore-London route until it suspended all scheduled operations in September 1986.

The Department instituted the Baltimore-London Service Case for the purpose of selecting a U.S. carrier to replace World's service over that route. Two U.S. carriers -- TWA and Air America -- applied for the authority at issue in the proceeding.

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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
Thursday, April 23, 1987

DOT 31-87
Contact: Dale Petroskey
Tel.: (202) 366-4570
 Hal Paris
Tel.: (202) 366-5571

DOT SELECTS CARRIERS TO PROVIDE NEW SERVICE
TO LONDON FROM CHARLOTTE, CINCINNATI

The Department of Transportation (DOT) today announced that it has chosen carriers to provide nonstop service to London from two new U.S. gateway cities--Piedmont Aviation to provide service from Charlotte, N.C., and Delta Air Lines to provide service from Cincinnati.

The Department's decision, which was issued by Deputy Assistant Secretary for Policy and International Affairs Vance Fort, affirmed the selections recommended February 25 by a DOT administrative law judge.

This case was conducted to select two carriers to London from the four city/carrier combinations that were seeking the authority. In addition to the selected carriers, American Airlines proposed service from Raleigh/Durham, N.C., and Pan American World Airways proposed service from Pittsburgh.

In its decision, DOT said that the selection of a gateway from North Carolina would greatly enhance the availability of service to London for travelers living in the Southeast. The Department found that Piedmont's proposal was superior because the airline already operates a major connecting hub at Charlotte, thereby allowing it to extend the benefits of London service to most of the region.

Since this will be Piedmont's first trans-Atlantic authority, the award will increase the number of airlines operating between the U.S. and London. DOT also noted that Piedmont had proposed to provide Tampa with single-plane service to London via Charlotte.

- more -

DOT found that Delta's proposed service would provide greater competitive benefits than did the proposals of American and Pan American. Delta's service will be competitive with existing services to London from many Eastern and Midwestern gateway cities. In addition, Delta will also compete with Piedmont's new service, while affording travelers in the Ohio Valley more convenient access to Europe.

DOT awarded American Airlines' Raleigh/Durham proposal backup authority to Piedmont, and Pan American's Pittsburgh proposal was selected as backup to Delta.

DOT's decision has been sent to the White House. President Reagan has 60 days in which to review the decision based on foreign policy and national defense considerations.

The U.S. can choose new gateways for two reasons. Under a bilateral aviation agreement with the United Kingdom, the U.S. can select one new gateway city for service to London, as well as the carrier that will serve that route. The agreement also permits the U.S. to switch service from an existing gateway to a city that does not currently have nonstop service to London. Last year, the Department decided to switch the dormant Tampa-London route authority, which had not been used since 1984, to a new gateway selection.

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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 RELEASE MONDAY
May 4, 1987

DOT 35-87
Contact: Dale Petroskey
Tel.: (202) 366-4570
Elaine Matrigali
Tel.: (202) 366-5571

NOMINATIONS BEING ACCEPTED FOR DOT TRANSPORTATION/HISTORIC PRESERVATION AWARDS

Nominations are being accepted by the Department of Transportation for its 1988 biennial awards for exemplary solutions to problems involving transportation and historic preservation.

The biennial awards program is sponsored by the U.S. Department of Transportation and the Advisory Council on Historic Preservation for outstanding accomplishment in the area of transportation/historic preservation.

Last year, Secretary of Transportation Elizabeth Hanford Dole and Cynthia Grassby Baker, Chairman of the Advisory Council on Historic Preservation, presented the awards. Sixteen winners were chosen and 10 projects were selected for honorable mention.

Individuals and organizations in the public (non-federal) and private sectors are eligible to participate. The rules require that the projects submitted be transportation-oriented. This year's deadline for nominations is August 31, 1987 and the awards will be presented to the winners in mid-1988.

Past winners have been honored for restoration and adaptive re-use of railroad stations; restoring and re-using lighthouses; revitalizing deteriorating downtowns with transit malls and historic building rehabilitation; and preserving historic bridges, archeological sites and artifacts.

Nominations should be submitted to:

DOT Historic Preservation Awards Program
Environmental Division, P-14
U.S. Department of Transportation
400 Seventh Street, S.W., Room 9217
Washington, D.C. 20590

Nominations must include the following information:

- * a brief project description (project must be completed)
- * the problem
- * the solution
- * before and after photographs (other material if pertinent)
- * individuals and/or organizations responsible for successful conclusion
- * nominating persons or agency contact (address-telephone)

Questions may be directed to Robert Crecco, Historic Preservation Officer, at the Department of Transportation. Mr. Crecco can be reached at (202) 366-4866.

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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 RELEASE MONDAY
May 4, 1987

DOT 36-87
Contact: Suzette Paes
Tel.: (202) 366-4461

HAZARDOUS MATERIALS PROPOSAL WOULD IMPROVE SAFETY AND COMPLIANCE

Secretary of Transportation Elizabeth Hanford Dole today announced a proposed revision of the hazardous materials transportation regulations that would improve safety in two major respects and make the rules easier to understand.

A new classification system defines more precisely the degree of hazard of a given material, and this is combined with a new packaging system that matches the type of container with the degree of hazard of a material. For example, for those materials posing the greatest hazard, more secure and/or stronger containers would be required.

Secondly, the proposed changes would align U.S. requirements with international standards, assuring common identification of hazards and common packaging standards for the growing volume of hazardous materials shipped in international commerce.

The proposed revisions also include a consolidated hazardous materials table, replacing the two existing tables, and requirements for performance testing of hazardous materials containers and packages.

"Because they will be more easily understood, the new regulations will boost compliance by hazardous materials shippers, carriers and packaging manufacturers," Secretary Dole said. "The proposal will significantly reduce the volume of hazardous materials regulations by simplifying and consolidating the requirements."

The proposed rule would align the hazardous materials regulations with recommendations issued by the United Nations Committee of Experts on the Transport of Dangerous Goods and with two sets of international regulations, for aircraft and vessels, which are based on the UN recommendations.

The Department's proposed rule (Docket HM-181 entitled, Performance-Oriented Packaging Standards; Miscellaneous Proposals) will be published in the Federal Register May 5, 1987. The project has been under development for several years by DOT's Research and Special Programs Administration (RSPA) and follows an advance notice of proposed rulemaking published in April 1982.

-more-

Many national and regional regulatory bodies, and all international ones, have adopted rules based on the UN recommendations. International and European regulatory bodies have recognized and accepted shipments transported under the existing DOT rules as "transitional" packagings. Such shipments will not be accepted after Dec. 31, 1989, and shipments made under the present requirements will only be able to move domestically.

The Department solicits comments on its proposal, which provides for a comment period of six months. Comments should be addressed to the Dockets Branch, Research and Special Programs Administration, U.S. Department of Transportation, Washington, D.C. 20590.

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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
Thursday, May 7, 1987

DOT 37-87
Contact: Walter Oates
Tel.: 366-5807

U.S. AND PERU SIGN MEMORANDUM OF UNDERSTANDING

Representatives of the United States and Peru signed a Memorandum of Understanding (MOU) on May 1 that is intended to resolve current maritime problems in the U.S.-Peruvian trade. These difficulties led the Federal Maritime Commission to issue a proposed rule on April 13 that would prevent Peruvian carriers from calling at U.S. ports.

The MOU commits the Government of Peru to provide authorizations for third-country operators -- those vessels operated by neither Peru nor the U.S. -- to participate freely in the bilateral trade. Peru reserves the right to deny authorizations to vessel operators from countries that are denying Peruvian operators access to their trade with other countries. Peru will issue regulations to this effect within 45 days.

The Government of the United States, within seven days of the issuance of Peruvian regulations implementing Peru's commitment, will recommend to the Federal Maritime Commission that it end its inquiry into Peruvian trade and withdraw its proposed rule.

Peru promulgated a decree in February 1986 that reserved 100 percent of Peru's exports and imports to Peruvian-flag vessels, but with an exception for reciprocal access by the vessels of bilateral trading partners. The decree led to a number of complaints from U.S. shippers about its limiting effect on participation in the trade by third-country operators. The United States intends the MOU to lead to greater opportunities for third-country carriers to compete in the U.S.-Peru trade. After Peru issues authorizations to such carriers, U.S. shippers will be able to use their vessels without fear of penalty.

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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
May 29, 1987

DOT 41-87
Contact: Dale Petroskey
Tel.: (202) 366-4570
Ed O'Hara
Tel.: (202) 366-5571

DOT ADVISORY COMMITTEE TO DRAFT AIRLINE-HANDICAPPED RULE

Secretary of Transportation Elizabeth Hanford Dole today announced formation of a committee of aviation groups and organizations representing disabled persons to draft a rule to prohibit discrimination against disabled persons by any airline.

Dole said, "I am committed to providing full access to air travel for disabled persons. A regulatory negotiation is an innovative approach to rulemaking that allows the affected parties to sit down together and draft a workable proposal. The negotiation allows them to resolve any differences and accommodate their various concerns."

She said the committee will hold its first meeting June 3-4 at the offices of the Paralyzed Veterans of America in Washington, D.C. The committee will include representatives of airlines, airport operators, and flight attendants as well as handicapped persons.

The Federal Mediation and Conciliation Service has agreed to provide impartial mediators to conduct the advisory committee's negotiations.

Since January 1985, the Department has had responsibility for enforcing a rule prohibiting discrimination against disabled air travelers. The rule included a general prohibition against discrimination applying to all airlines and specific requirements for accommodating disabled passengers that applied to a few carriers receiving a direct federal subsidy.

(more)

In June 1986, the U.S. Supreme Court ruled that airlines which do not receive such a subsidy could not be made subject to the specific requirements for disabled passengers. In response to the ruling, Congress enacted a law banning discrimination against disabled persons by all airlines, whether or not they receive a subsidy.

On Feb. 23, DOT published a notice proposing to establish an advisory committee to draft a rule. After reviewing the comments, the Department identified interests to be represented on the committee, in addition to DOT.

The committee members are the Air Transport Assn., the Airport Operators Council International/American Assn. of Airport Executives, American Council of the Blind, Architectural and Transportation Barriers Compliance Board, Assn. of Flight Attendants, Paralyzed Veterans of America, National Air Carrier Assn., National Air Taxi Assn., National Assn. of Protection and Advocacy Systems, National Assn. of the Deaf/National Center for Law and the Deaf, National Council for Independent Living, National Federation of the Blind, Regional Airline Assn., Society for the Advancement of Travel for the Handicapped, and the Department of Transportation.

In a notice announcing the committee, DOT set a schedule calling for completion of negotiations in five months and publication of a proposed rule 30 days after that. After reviewing public comments, the committee will determine whether any changes in the proposed rule should be recommended to the Secretary before it is issued as a final rule. The negotiating sessions will be open to the public. Interested persons can attend and will be given an opportunity to express their views to the committee.

The committee will discuss such issues as advance notice requirements for travel by disabled persons on airlines; seating policies; requirements for an attendant; transportation of items used by disabled persons such as canes, crutches and wheelchairs, and the provision of ramps, wheel chairs, aisle chairs and other equipment.

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News:

Office of the Assistant Secretary for Public Affairs
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FOR IMMEDIATE RELEASE
Friday, May 29, 1987

DOT 42-87
Contact: Dale Petroskey
Tel.: (202) 366-4570
Hal Paris
Tel.: (202) 366-5571

DOT APPROVES AGREEMENTS TO REDUCE FLIGHT DELAYS

Secretary of Transportation Elizabeth Hanford Dole today announced the Department has approved agreements reached by several air carriers that will adjust schedules at five major airports in a move to reduce flight delays this summer.

The agreements, the result of airline meetings authorized by the Secretary, are scheduled to take effect on or about June 1, 1987, and most carriers have agreed to participate until late October. Some carriers, however, have agreed to participate indefinitely.

The schedule adjustments affect operations at Atlanta Hartsfield, Chicago O'Hare, Dallas/Ft. Worth, Newark and Philadelphia airports.

"These agreements represent the efforts of many carriers to deal with the problem of flight delays in good faith. Although these agreements will not eliminate delays entirely, we believe they will significantly improve the current situation," Secretary Dole said. Approximately 70 percent of delays are due to weather.

On March 11, 1987, Secretary Dole granted discussion authority and antitrust immunity for inter-carrier talks designed to reduce delays at seven major airports that were experiencing a high level of delays.

"We took this action because of the substantial inconvenience these delays were causing a large number of air travelers," Dole said.

In initiating the discussions, the Department said that, to a large degree, the carriers' own scheduling practices have contributed to the delay problem. Airlines have been scheduling more flights at peak periods at major airports than can be accommodated by the available taxiways, runways and airspace.

The carriers first met in Washington, D.C., on March 16, 1987, for four days and subsequent meetings, all open to the public, were held on March 26, April 10 and April 23, 1987, under the guidance of the Federal Aviation Administration.

At the March 16 meeting, the FAA determined that no discussions were necessary for Boston's Logan and Denver's Stapleton airports, based on the proposed summer schedules submitted by the carriers. The discussions consequently focused on schedule adjustments at the remaining five airports.

During the course of their meetings, the carriers agreed to shift a total of 444 operations at the five airports -- 13 flights at Newark, 13 at Philadelphia, 62 at Dallas/Ft. Worth, 125 at O'Hare and 231 at Atlanta. In addition, some carriers independently adjusted the schedules for hundreds of other flights, in consulting with the FAA.

DOT noted that all the adjustments to the carriers' planned summer operations were voluntary. Most adjustments that the carriers agreed to involved schedule changes of only a few minutes, or at most 30 minutes, and no flights were eliminated.

In an order approving the agreements, DOT also granted antitrust immunity to enable the parties to carry out the agreements.

DOT said that 18 carriers -- Air Wisconsin, American, Atlantic Southeast, Atlantis, Braniff, Continental, Delta, Eastern, Jet American, Metro Express, Metro Express II, Metro Flight, Northwest, Pan American, Piedmont, TWA, United and USAir - are participating in one or more of the agreements.

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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

Thursday, June 4, 1987

DOT 43-87

Contact: Dale Petroskey

Tel.: (202) 366-4570

Hal Paris

Tel.: (202) 366-5571

DOT PROPOSES RULES TO DEAL WITH AIRLINE SERVICE PROBLEMS

Under a proposed rule announced today by Secretary of Transportation Elizabeth Hanford Dole, airlines could be required to publicly disclose on-time performance records as well as other information such as baggage handling and flight cancellations. The rule could also establish an on-time performance standard below which air carriers would risk enforcement action.

The Department seeks public comments on these and several other alternatives designed to address the problem of airline flight delays as well as the quality of other airline service. The Department specifically requests public comment on how the proposed disclosure and enforcement alternatives might affect the safety of airline operations and how any adverse effect could be avoided.

Secretary Dole stated that "the Department will do whatever is appropriate to ensure that consumers are treated fairly and adequately informed. At the same time, we will take no action that compromises public safety."

The Notice of Proposed Rulemaking (NPRM) is the most recent in a series of actions undertaken by DOT to address the problem of flight delays. In January, the Department launched an investigation to determine whether airlines routinely misrepresent their schedules to consumers. Then, in March, DOT supported industry-wide discussions in an effort to get carriers to spread out flights during peak hours at airports where delays are most severe.

"We are pleased that those discussions resulted in hundreds of schedule changes, which should help reduce delays," continued Secretary Dole. "However, over the course of the past year, airline passengers have been experiencing increasing levels of flight delays, which are not only costly to consumers but cause considerable inconvenience. Growing dissatisfaction by consumers is reflected in complaints to the Department, which reached 4,893 in the first quarter of 1987, a 43 percent increase over the same period in 1986. Thus, we have decided to ask for comments on a number of additional proposed options to deal with the problem."

She stressed, however, that the Department has not yet determined which, if any, solution or set of solutions is appropriate.

According to statistics compiled by the Federal Aviation Administration, more than 417,000 flights had a departure or arrival delayed by more than 15 minutes in 1986, an average of 1,144 flights each day. At 22 of the nation's busiest airports, which experienced 367,000 delays in 1986, delays were up 13 percent in the first quarter of 1987 compared to the first quarter of 1986.

The DOT investigation of scheduling practices and delays showed significant discrepancies between the carriers' published schedules and their actual operating experience. Data collected indicate that a large percentage of flights operating to and from Atlanta's Hartsfield Airport were arriving more than 15 minutes late and nearly 100 regularly scheduled flights were more than 15 minutes late in arriving at least 70 percent of the time. Preliminary information gathered in current airport investigations at Boston Logan, Chicago O'Hare and Dallas/Ft. Worth shows arrival delays on one-quarter to one-half of all flight operations.

Both American and Continental airlines, citing substantial increases in levels of consumer dissatisfaction, have petitioned for rulemaking, and United, TWA and Delta also have registered support for regulations requiring disclosure of on-time performance information.

The Department's NPRM offers these regulatory options to deal with unrealistic scheduling practices:

1. **Disclosure:** Carriers could be required to disclose information on the reliability of service in terms of delayed and/or cancelled flights. If this option is adopted, the Department would have to decide, among other issues, what constitutes a delay, what information would be disclosed, what class of carriers would have to disclose the information, and how it would be disseminated and by whom.
2. **Performance standards:** A performance standard could establish a level of performance below which carriers would risk enforcement action. Such a standard might encourage improved on-time performance since there would be a greater likelihood that civil penalties would be imposed if violations were found. Areas that need to be addressed include what the performance standard should be and how to define a "late" flight.
3. **Computerized reservation systems regulation:** CRSs, used throughout the industry, enable agents to request from the computer system flight (and other) information in response to a customer's request. The information is displayed on a screen which has a limited number of lines per screen that typically can show only three to eight flight offerings. Both departure time and elapsed time are important factors used by CRS vendors to determine display position. By reducing a flight's elapsed time, a carrier may have its flight listed higher up in the information and increase its chances of selling seats on that flight. The Department could require that CRS rankings reflect actual performance. The Department could also require that CRS vendors display data indicating all flights that are frequently late or

cancelled. The Department invites comments on whether to require inclusion of CRS information on flight delays and cancellations and what other types of information, if any, should be included.

Disclosure proposals on telephone reservation response time, baggage handling, denied boardings, misconnections at hub airports, cabin amenities, and the availability of discounted seats also have been suggested by the airlines and the Aviation Consumer Action Project (ACAP). While the carriers do not agree on the need for such information, the NPRM solicits comments on each area and the need for regulation.

The proposed rulemaking also discusses and requests comments on legislative and non-legislative options that primarily address the flight delay/cancellation issues. The three legislative options include two that involve FAA authority to impose or set standards for peak hour pricing and a third that would expand the consumer protection functions of the Federal Trade Commission, whose authority does not extend to air carriers.

The NPRM notes that ongoing efforts to improve existing airports continue. From 1982 through 1986, the Department provided more than \$3.8 billion from the Aviation Trust Fund for Airport Improvement Program grants. DOT also has implemented the National Airspace System (NAS) plan, a 10-year, \$12 billion effort to modernize and improve the capacity of the air traffic control system. Some 90 percent of the NAS plan contracts will be under way by the end of this September.

DOT's Fiscal Year 1988 budget request calls for an overall 20 percent increase (over the current level) in funds for the aviation system, including a 68 percent increase (over what Congress appropriated for Fiscal Year 1987) for National Airspace System modernization facilities and equipment. This increase is needed to make up for the fact that Congress has appropriated nearly \$1 billion less than the Reagan Administration requested for facilities and equipment in the last six years.

DOT also has initiated new flight paths to streamline air traffic procedures. The FAA recently inaugurated the East Coast plan, which increases the number of departure paths from 17 to 27 for the New York area airports. A similar plan for West Coast Airports is now being developed.

DOT said it may be underestimating the strength of the marketplace forces currently in place that could deal with the problems. Word of mouth and the switches made by individual passengers, over time, could be incentive enough to benefit carriers with good on-time performance and penalize those carriers whose schedules are not so reliable. In that case, regulatory action might not be necessary. DOT also noted that current schedule difficulties might be a temporary phenomenon resulting from several recent airline consolidations.

The Department said it will weigh the costs and benefits carefully before imposing any solution.

Interested persons should submit their comments by 30 days from the date of publication in the Federal Register to the Documentary Services Division, C-55, U.S. Department of Transportation, 400 7th St., SW, Washington, D.C. 20590, Room 4107. Comments should be filed under Docket #44827.

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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

Friday, June 5, 1987

DOT 45-87

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U. S. AND CANADA SIGN ADDENDA TO 1970 MEMORANDUM OF UNDERSTANDING

Deputy Secretary of Transportation Jim Burnley and his Canadian counterpart, Deputy Minister Ramsey Withers, met in Annapolis, Md., June 3-4 to discuss a wide range of transportation topics of mutual interest. The two were joined by other senior officials of their respective Departments, representing all modes of transport, for the fourth session of the United States-Canada Transportation Consultative Forum.

The Forum was created by Withers and Burnley in 1984 as a means for key officials to exchange views on major policy developments in the two countries. Noting the value of these exchanges, the Deputy Secretary observed, "With the United States and Canada being the two largest trading partners in the world, it is vitally important that, where possible, we do all we can to improve the efficiency of our transportation systems and reduce transport-related physical and administrative barriers to cross-border trade."

During the Forum the two sides shared information on such topics as privatization, user fees, regulatory reform, safety and security, as well as methods being undertaken to eliminate drugs and alcohol from the transportation environment. U.S. and Canadian officials agreed to cooperate closely in this area in the months ahead.

At the close of the session, Deputy Secretary Burnley and Deputy Minister Withers signed addenda to the 1970 Volpe-Jamieson Memorandum of Understanding on transportation cooperation. On the subject of highways, the two sides agreed to cooperate on research on safety, truck weights and dimensions, construction, maintenance, and system performance. In addition, both sides agreed to share information and research relating to the special transportation requirements of disabled persons.

In closing the Forum, Deputy Secretary Burnley noted, "The investment of our senior officials' time in these annual sessions is returned many times over throughout the year. By getting to know our counterparts and understand the thinking that drives our respective policy processes, we are all in a better position to deal with the many issues that inevitably arise between close neighbors."

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U.S. Department of
Transportation

News:

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

FOR RELEASE WEDNESDAY
June 10, 1987

DOT 46-87
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1986 WAS SAFEST YEAR YET FOR RAILROADS, DOLE SAYS

Last year was the safest ever for the railroad industry, according to statistics released today by Secretary of Transportation Elizabeth Hanford Dole.

"The rail safety record last year was another record breaker. The number of train accidents once again declined dramatically, from over 3,400 in 1985 to 2,760 in 1986. Everyone involved with railroad transportation -- the federal government, railroad management and labor -- has worked hard to create a safer environment for rail workers, train passengers, shippers and the general public," Dole said.

"The partial deregulation of the railroad industry has had a dramatic effect on rail safety as well. Before deregulation, train accidents numbered over 10,000 a year. The railroads now have the capital to invest in improving track and equipment. Since deregulation in 1980, the number of accidents has decreased from 8,451 that year, to the 2,760 reported today, a remarkable 68 percent decline," Dole said.

As a result of information gathered during the investigation of one serious accident (at Chase, Md.) that occurred this year, the Secretary recently announced three new safety proposals for the rail industry aimed at further reducing the number of train accidents. The proposals call for random drug testing of railroad workers, direct federal enforcement authority to suspend rail workers caught tampering with train safety instruments, and the installation of devices on trains running on the Northeast corridor that will automatically brake them if engineers disobey warning signals.

"These three proposals address the problem areas that are often the cause of accidents," Dole said.

"Decreasing accidents where highways and railroad tracks meet is another safety concern we continue to address in a variety of ways. The Federal Railroad Administration has 325 safety inspectors across the country who devote nearly 12,000 hours every year educating their communities on the correct procedures to use at grade-crossings. And we continue to support Operation-Lifesaver, an important program devoted to educating the public to the dangers these crossings may pose, and offers suggestions on making them safer. Our Federal Highway Administration provides money to states for safety improvements at crossings through its highway trust fund program.

"These programs have helped decrease the number of accidents at grade-crossings from 6,919 in 1985, to 6,396 in 1986," Secretary Dole said. "However, deaths at grade-crossings increased, and that is a major concern for us. I urge drivers and others to heed the warnings at grade-crossings and to 'stop, look and listen' before crossing the tracks."

**TRAIN ACCIDENTS
1980-1986**

1980 - 8,451
 1981 - 5,781
 1982 - 4,589
 1983 - 3,906
 1984 - 3,900
 1985 - 3,427
 1986 - 2,760

	1985	1986	% change
Train accident rate per million train miles	5.74	4.62	-19.51
Grade crossing accident rate per million train miles	12.12	11.28	-6.93
Employee on duty casualty rate per 200,000 hours worked	8.57	6.96	-18.79

ACCIDENT/INCIDENT FATALITIES IN 1986

	<u>Train accidents</u>	<u>Train incidents</u>	<u>Non-train incidents</u>	<u>Grade- crossing</u>	<u>Total</u>
Employees on duty	8	19	28	2	57
Trespassers	5	372	21	121	519
Others	0	15	7	493	515
Total	13	406	56	616	1,091

GRADE-CROSSINGS

	<u>Accidents</u>	<u>Injuries</u>	<u>Fatalities</u>
1985	6,919	2,687	582
1986	6,396	2,458	616



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, June 11, 1987

DOT 47-87
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DOLE ANNOUNCES FAA ACTION FOR SAFER SUMMER AIR TRAVEL

Secretary of Transportation Elizabeth Hanford Dole today announced a Federal Aviation Administration (FAA) action to further ensure the safety of the travelling public this summer. New air traffic procedures, based on an analysis begun in early May, have been implemented in the busier sectors of U.S. airspace. In addition, general aviation pilots who will be flying above 23,000 feet will be asked to file flight plans at least four hours in advance, to assist the FAA in managing traffic demand. Dole also announced that a notice of proposed rulemaking is being issued today to strengthen the requirements for the use of transponders in the vicinity of busy airports and to further restrict the categories of pilots who may fly near such airports.

"These steps are a part of the continuing series of actions we are taking to assure that our aviation system capabilities keep pace with the growth in air traffic," Dole said. "Last year was the safest in U.S. aviation history, but we will not hesitate to take whatever actions our continuing analysis indicates will enhance safety, even if it means additional delays or inconvenience. Safety must always come first."

Dole noted that the FAA has already taken numerous steps to reduce delay problems. The expanded East Coast Plan, for example, has reduced delays at airports in the New York area by nearly 41 percent during the first three months of operation. Scheduling adjustments by air carriers are also expected to reduce delays this summer.

On May 4, the FAA asked the managers of the nation's 20 air route traffic control centers to evaluate traffic capacity in the airspace under their control. As reported last month, evaluation of this information was to be used to improve flow control for the peak summer periods.

Since that time the center managers have identified 125 out of 652 air traffic control sectors nationwide that have the potential to reach capacity this summer.

"On any given day, the FAA will restrict air traffic in as many sectors as necessary to keep the system at safe levels," Dole said.

Flow control, as one component of the Traffic Management System, has been an effective air traffic control tool for the last several years, and is based on weather-related problems and airport conditions. Now, using procedures instituted last week, the new sector by sector airspace information will also be a factor. Monitoring the system on a continuing basis and limiting traffic in those sectors nearing capacity or affected by weather will provide maximum flexibility while enhancing safety. Aircraft will be held on the ground, air speeds reduced, or traffic rerouted in order to "space-out" aircraft as and when necessary in the busiest sectors.

The FAA recently brought on-line its new Aircraft Situation Display, which has significantly enhanced its ability to monitor and manage capacity system-wide. It is being used to analyze and assess the effectiveness of the new traffic management procedures.

In addition, general aviation and other non-scheduled aircraft pilots planning to fly under instrument flight rules above 23,000 feet will be asked to file IFR flight plans four hours ahead of departure. This will assist the FAA in determining sector demand at the earliest possible moment.

Dole also announced today a proposed rule to revise the requirements for aircraft operations in the congested airspace surrounding busy airports. These airspaces, called Terminal Control Areas (TCAs), have been established around 23 major airports. The proposed rule will require that Mode C (altitude reporting) transponder equipment be used on any flight within 30 miles of each TCA primary airport, regardless of whether the aircraft's altitude would place it within the TCA itself (The FAA has previously acted to require aircraft actually inside TCAs to have Mode C equipment by Dec. 1).

The proposed rule would also restrict flights by student pilots through TCAs. Student pilots would be required to receive specialized ground and flight training in the particular TCA in which they want to fly.

In an additional action, previously announced, the FAA plans to standardize the dimensions and configuration of the TCAs in order to make the airspace regulations easier to understand by pilots. The proposed new TCA design would be composed of three concentric circles of 10-mile, 20-mile, and 30-mile radii from the primary TCA airport.

Today's announcements are part of the continuing effort to improve the nation's air traffic control system. Dole's Fiscal Year 1988 budget request called for an overall 20 percent increase (over current levels) in funds for the aviation system, including a 68 percent increase (over what Congress appropriated for Fiscal Year 1987) for National Airspace System modernization facilities and equipment.

Dole also recently informed Congress of her intent to request an increase of \$51.5 million in Fiscal Year 1988 appropriations for 955 additional air traffic controllers, supervisors and essential technical support personnel. The request came after a three month reassessment by the FAA of air traffic control resources and anticipated demand.

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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 RELEASE FRIDAY
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DOT 48-87
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DOT OFFICE OF INSPECTOR GENERAL REPORTS MANAGEMENT COMMITMENTS TO SAVE \$76 MILLION

The Department of Transportation's Office of Inspector General (OIG), in a semiannual report released to Congress, identified savings of \$76 million that could be obtained through recoveries and improvements in government operations. Some of the benefits involve audit reports issued during prior periods.

The OIG's six month report ending March 31, 1987, discloses that 740 audit reports were issued for this period which questioned \$18 million in costs on contracts and grants, and made recommendations on improving the internal operations of the Department with potential dollar benefits of \$111 million. Efforts will begin immediately to seek recoveries and to make more effective use of resources which will account for \$52 million from current reports and \$24 million from prior period reports, for a projected savings of \$76 million.

Investigations by the OIG resulted in 54 convictions; 84 indictments; \$4 million in fines, court-ordered restitutions, administrative recoveries and cost avoidance; 22 suspensions and debarments; 54 other administrative actions; and 47 years in sentences. The nationwide highway contract bid rigging investigations by DOT and the Department of Justice are now active in 17 states and Puerto Rico.

The report also included a special summary highlighting the use of engineering assistance in the performance of audits and investigations. Examples of the use of engineering assistance included a review of construction management practices at two major transit authorities, reviews of the use of value engineering in Departmental programs, an investigation of deficient welds in tanks containing hazardous materials, and a review of the cost savings of using fly ash in portland cement concrete pavement.

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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
Tuesday, June 23, 1987

DOT 49-87
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DOT DRAFT BILL WOULD EXPAND ACCESS TO DRIVER REGISTER

Secretary of Transportation Elizabeth Hanford Dole sent Congress proposed legislation today that would expand access to the National Driver Register (NDR) to help identify airline pilots and train operators who have driving problems that could affect their job performance.

"A recent audit of the Airmen Medical Certification Program by the Department's Inspector General's Office, as well as Congressional hearings on the recent Conrail/Amtrak crash, have highlighted the need for access to the National Driver Register. The Register provides important information on the qualifications of pilots and railroad personnel with safety-critical tasks, including train operators," Secretary Dole said.

"Extending the current law governing access to the NDR will enable us to examine the driving history of men and women responsible for the safety of thousands of travelers each day," the Secretary added. "Our legislation reflects a careful balancing of the privacy rights of the air and rail operators with the important public safety need to screen out unfit pilots and train operators."

The federal government has operated the NDR since 1960 to help states exchange information on problem drivers. The Register contains information provided by the states on drivers whose licenses have been suspended or revoked for drunk driving and other serious traffic violations.

In the Inspector General's audit last year of 711,648 active pilots medically certified by the Federal Aviation Administration, 10,300 (1.45 percent) had their driving privileges suspended or revoked for driving while intoxicated within the past seven years. Of those pilots, 7,850 (76 percent) did not include this fact in information required to be provided to the FAA.

Under the law enacted in 1982, truck, bus and other motor vehicle operators can request that their NDR records be sent to an employer or prospective employer through the appropriate state department of motor vehicles. Only records entered in the NDR in the prior three years are accessible.

DOT's proposed legislation would extend this form of access to the aviation and rail areas, with one exception. The FAA would be substituted for the "employer" for purposes of receiving pilot driving records and the FAA also would have to initiate rulemaking to determine the appropriate use of such information. Also, the DOT legislation clarifies that any suspension or revocation older than three years but still in effect in a train operator's or pilot's NDR file would be accessible, even if that data was entered prior to the past three years.

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FOR IMMEDIATE RELEASE

Monday, June 29, 1987

DOT 50-87

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COMPREHENSIVE DRUG PROGRAM FOR DOT EMPLOYEES TO BEGIN LATE SUMMER

Secretary of Transportation Elizabeth Dole today announced that the Department will begin drug testing late this summer as part of a comprehensive drug program covering those DOT civilian employees whose jobs involve significant responsibilities affecting public safety and security.

The comprehensive program, announced by the Secretary on Jan. 21, 1987, includes extensive awareness and education opportunities for all employees, counseling, and provisions for rehabilitation for those Department employees who use drugs off duty. DOT is the first federal agency to implement a department-wide program under President Reagan's Executive Order calling for a drug-free workplace.

"I couldn't look the American people in the eye and say we're doing everything we can to make the system as safe as possible if I were to look the other way while drug abuse threatened travelers' safety. We must do everything to make sure we conquer this problem, for the traveling public expects and deserves a drug-free transportation system.

"It is important that all employees understand the dangers of illegal drugs and that there are programs available to help those who use these drugs. These programs will help any with drug problems become productive members of the transportation work force once again," Secretary Dole said. "Only if we all appreciate the threat that illegal drugs represent to ourselves, to our families, and to the traveling public can our goal of a drug-free work force be achieved."

The Secretary said she wanted to assure employees that the program will be conducted with the utmost concern for maintaining each individual's privacy and dignity. "Testing will be conducted on a carefully controlled and monitored basis to assure the highest degree of respect for individual privacy."

-more-

Dole said extensive training will be provided to all supervisors, managers and union representatives on the DOT program. The emphasis will be on understanding the impact of the use of drugs on employee performance and the availability of employee assistance. In addition, where bargaining unit employees are involved, management will comply with its obligations under the Federal Service Labor-Management Relations statute as the program is implemented.

The testing component of the DOT Drug Program is expected to begin in about 60 days. A notice to this effect was sent to all employees today. There will be several types of testing including pre-employment/pre-appointment, periodic, random, reasonable suspicion, followup and testing for those employees involved in an accident or unsafe practice. Voluntary testing also will be provided at an employee's request.

Random testing will be administered to employees with safety-sensitive responsibilities, such as air traffic control specialists, flight test pilots, electronic technicians, firefighters, civil aviation security specialists, aviation safety inspectors, railroad safety inspectors, motor carrier safety specialists, Coast Guard drug enforcement personnel, vessel traffic controllers and motor vehicle operators, and to employees with a security clearance of top secret or higher. The employees in these groups will receive another notice 30 days before the testing program begins.

Random testing will cover approximately 30,000 employees, most of whom are employed by the Federal Aviation Administration (FAA). The FAA already has an interim drug testing program -- the outgrowth of its employees' periodic physical examinations -- but the current program does not provide for random testing. The Coast Guard also has a separate random testing program which applies to all of its military personnel. Civilian Coast Guard employees will be covered by the DOT program.

Employees who test positive in the DOT program, or who otherwise are determined to have used illegal drugs off duty, or who seek assistance voluntarily, will be given the chance to use the services of the Department's Employee Assistance Program (EAP). Through this program, employees will have the opportunity to receive counseling and will be informed of the availability of rehabilitation.

Actual testing methodology will reflect the state of the art in scientific and technical procedures. The tests will be conducted by laboratories that meet the strict mandatory standards established by the U.S. Department of Health and Human Services. While the DOT Program applies to off-duty use of illegal drugs, employees found using drugs on duty will be removed.

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