



U.S. Department of
Transportation

News:

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

FOR RELEASE WEDNESDAY
July 15, 1987

DOT 53-87
Contact: Dale Petroskey
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DOLE ANNOUNCES DISTRIBUTION OF MORE THAN \$159 MILLION IN INTERSTATE 4-R DISCRETIONARY FUNDS

Secretary of Transportation Elizabeth Dole today announced that the Federal Highway Administration (FHWA) has awarded grants in excess of \$159 million for Interstate rehabilitation projects in six states.

"These funds will be used by the states for highway resurfacing, bridge deck rehabilitation, safety improvements and bridge widening," Secretary Dole said. "We have one of the finest highway systems in the world, and these improvements will further enhance it."

The discretionary funding category of the Interstate resurfacing, restoration, rehabilitation and reconstruction (I-4R) program was created by the recently-passed Surface Transportation and Uniform Relocation Assistance Act of 1987 (STURAA). These funds are reserved for rehabilitation projects of more than \$10 million on urban Interstates that have a high traffic volume and on rural Interstates that have a high truck volume.

The STURAA authorized \$200 million each year for I-4R discretionary projects. However, because a portion of these funds will be used to finance the cost of demonstration projects, a total of \$165 million is available for discretionary I-4R projects in FY 1987.

Applications submitted to the FHWA for these funds totaled more than \$580 million. The states that received grants in the amount of \$159,893,000 are:

Alabama	\$16,200,000
Florida	\$13,165,000
Illinois	\$54,788,000
Pennsylvania	\$42,300,000
Maryland	\$19,625,000
New Jersey	\$13,815,000

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July 15, 1987

DOT 54-87
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DOLE ANNOUNCES CONFERENCE TO PREVENT DRUG ABUSE IN TRANSPORTATION INDUSTRY

Secretary of Transportation Elizabeth Dole today announced that the Department will sponsor a national conference July 23-24 at Northwestern University on ways to prevent drug abuse in the transportation industry.

Secretary Dole, who will deliver the keynote address to the conference on July 23, said, "This conference, the first of its kind sponsored by DOT, will provide a forum to exchange information about effective drug prevention programs in transportation. It also will explore ways to disseminate the anti-drug message throughout the transportation community and to the traveling public at large."

The two-day Conference on Drug Free Transportation is expected to be attended by more than 250 participants, including 35 speakers from transportation and other related fields. Those scheduled to address the conference have extensive experience in drug and alcohol abuse prevention programs, including business leaders and representatives of motor carrier, marine transport, rail and airline companies as well as public transportation agencies.

On June 29, the Secretary announced that the Transportation 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. DOT is the first federal agency to implement a department-wide program under President Reagan's Executive Order calling for a drug-free federal workplace.

The first day of the conference will include sessions on successful drug and alcohol abuse prevent programs; problem identification; regulatory and legal issues; and joint labor-management prevention efforts. Five concurrent workshops will be held the second day to explore in detail the issues raised.

Persons interested in obtaining further information about the conference may contact: Conference Registrar, Department of Transportation Conference on Drug Free Transportation, Northwestern University, 1936 Sheridan Road, Evanston, Ill., 60201 (phone 312-491-7287), or the Department of Transportation at 202-366-5766.

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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 THURSDAY
July 16, 1987

DOT 55-87
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DOLE ORDERS STEPS TO TIGHTEN AIRLINE PASSENGER SCREENING

Secretary of Transportation Elizabeth Dole today announced she is directing the Federal Aviation Administration to take more aggressive enforcement action to ensure that air carriers tighten procedures for screening passengers and carry-on baggage.

She also directed the FAA to develop more detailed employment qualification standards for screening personnel, as well as staffing and other operational standards for screening checkpoints.

Dole said, "After a comprehensive review of passenger and carry-on baggage screening, the Department's Safety Review Task Force found that while major reforms are not needed, the system must be strengthened through a variety of actions."

"The existing system has been effective and has yielded impressive results since it was established 14 years ago," she said. She directed that FAA implement the recommendations in the task force report.

Robert E. Whittington, acting administrator of the FAA, said, "The goal of FAA's airport security program is to draw the security net as tight as needed to insure airline passenger safety. These new, aggressive enforcement actions will help get that job done. The public should be aware that the U.S. airport security program already is one of the most efficient in the world, basically because it is constantly evolving to meet each new challenge."

In February 1986, Dole ordered a comprehensive review of domestic aviation security. The recommendations announced today are set forth in the last in a series of reports based on that review. She issued previous airport security recommendations based on the review in August and December of 1986 and April 1987. During 1985, responding to escalating terrorist activity, Dole

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ordered a whole series of actions to tighten aviation security to protect air travelers.

In today's announcement, she directed that FAA clarify security standards to assure it can impose civil penalties against airlines for a failure by their screeners. She further directed that FAA take more aggressive enforcement action to fine carriers "for any failure to detect test items" at a security checkpoint, that it conduct more frequent and effective tests of screening personnel, using a greater variety of test objects. She also directed that FAA make more active use of its data to target specific airlines or security contractors whose performance is consistently substandard.

Further, Dole directed that FAA should "consolidate enforcement actions against a single carrier from all regions into a single case" in the region where the airline's headquarters are located.

In discussing screening equipment, the task force recommended that FAA require that state-of-the-art equipment, metal detectors and X-ray devices, be used at the 64 airports that handle the largest volume of passenger traffic. Some outdated equipment is still in use.

The task force recommended that FAA review all test procedures for measuring the effectiveness of metal detectors and X-ray devices; require frequent calibration of these devices and that equipment settings be secured so that they may not be changed by unauthorized personnel.

The task force noted that human performance "is the critical element in the screening process." The air carriers and their employees have the strongest interest in preventing the hijacking or destruction of passenger aircraft. But over time the carriers have demonstrated that they have an interest in minimizing the costs of providing security.

The task force pointed out that not all carriers select the low bid and noted some important earmarks in the more successful screening operations. "The best had behind them a carrier committed to a first-class operation." Some carriers do not leave security to their contractors, but take an active role in overseeing them and supporting their efforts.

The task force also recommended:

- o That FAA encourage the closing of airport concourses beyond security checkpoints to all but ticketed passengers.

- o That FAA require active airline participation, as opposed to oversight, in the training of screening personnel to see that they receive the best training possible.

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In conducting its review, starting early in 1986, the task force met with airport operators, air carriers, pilots and crewmembers, organizations representing airports, airlines and flight crews, FAA security personnel and security companies, and visited numerous airports.

In August 1986, the Secretary directed FAA to implement the initial recommendations, including steps to limit the number of people allowed to bypass passenger screening and to require they be subject to stricter identity checks. In December, she directed that improved security training programs be developed for flight crews and security coordinators. In April 1987, she ordered steps be taken to tighten security in airport areas where aircraft operations are conducted and around airport perimeters. She also directed implementation of task force recommendations concerning the screening of cargo and checked baggage and explosives detection.

In 1985, Secretary Dole went to the International Civil Aviation Organization (ICAO) to seek tougher security standards worldwide. With the help of other concerned nations, ICAO rewrote its security standards, which are now followed around the world. She also ordered actions to tighten the U.S.'s aviation security system. They include:

- o Expansion of the Federal Air Marshal force, composed of armed security personnel.

- o Designation and training of both ground and in-flight security co-ordinators for every domestic and international flight. The pilot-in-command is designated as the in-flight coordinator.

- o Funds to expand research to develop better devices to detect weapons and explosives.

- o FAA tightened pre-employment background check procedures for airport security personnel.

- o New checked baggage and cargo security measures. On international flights, no curbside check-in is permitted. On all flights, checked baggage is accepted only from ticketed passengers. On certain designated flights, FAA requires enhanced physical inspection of carry-on baggage after it has gone through X-ray screening. On passenger flights, cargo must be held for a specific period of time, or be physically or X-ray inspected.



**U.S. Department of
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News:

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

FOR RELEASE MONDAY
July 20, 1987

DOT 57-87
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SECRETARY DOLE ANNOUNCES NEW UNIVERSITY GRANT PROGRAM

Secretary of Transportation Elizabeth Dole today announced a new University Transportation Centers Grant Program for the purpose of selecting one or more nonprofit universities to establish and operate transportation research centers in each of the 10 federal regions.

"During the past 12 years, the University Research Program has worked closely with institutions of higher learning and encouraged their involvement in Departmental programs. I look forward to a long and successful relationship with the selected universities," Secretary Dole said.

The grant program was authorized last April by the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Pub. L. 100-17), and currently \$5 million is available for the program.

The responsibilities of the universities will be to conduct research directed toward intermediate and long-range problems and issues in the transportation industry.

Pre-applications for the program must be submitted by Sept. 14, 1987. Universities will be notified of their eligibility to participate within two months of the closing date. The selection of centers and award of grants is expected to be announced in FY 1988.

The Secretary also will name a national advisory council to the Department to coordinate the research carried out by the grant recipients. The council, which will meet at least once a year, will disseminate results of the research, act as a clearinghouse between the centers and the transportation industry, and review and evaluate the centers' programs.

The council will be comprised of the directors of the regional transportation centers and 19 other members appointed by the Secretary. Six members will be from the Department of Transportation, five will be representatives of state and local governments, and the remaining eight will represent the transportation industry.

The pre-application announcement will be published in upcoming issues of the Commerce Business Daily and in the Federal Register.

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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
July 21, 1987

DOT 59-87
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DOLE PROPOSES HIGHER PENALTIES FOR AVIATION SAFETY VIOLATIONS

Secretary of Transportation Elizabeth Dole today sent to Congress proposed legislation to increase the maximum civil penalty for safety violations by airlines and other operators of commercial aircraft from \$1,000 to \$10,000.

Dole said the proposal would also make it a federal crime for unauthorized persons to knowingly and wilfully enter restricted airport areas.

She said, "Higher penalties should serve as a greater deterrent to safety violations of the Federal Aviation Act and related regulations by commercial operators." Noting that the existing \$1,000 limit has been in force since 1938, she said the economic impact of such a penalty "has eroded substantially in the nearly five decades" since that time.

Dole expressed disappointment that the Congress failed to pass the stronger penalty authority last year and said, "I hope the Congress will give serious consideration to the merits of the bill in this session."

She said the current U.S. airport security program provides a high level of protection for the traveling public. However, she said the unauthorized penetration of secure areas "should be forcefully proscribed by federal law" to combat any threat of terrorist activity.

Persons convicted of entering airport secured areas without authority would be subject to a \$1,000 fine and a year in prison, she said. However, if unauthorized entry occurred with the intent to commit a felony, the penalty could be a \$10,000 fine and 10 years in prison. Dole first proposed legislation to make such entry a federal crime in February 1986.

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In April of this year, Dole directed FAA to take steps to tighten security in airport areas where aircraft operations are conducted and around airport perimeters. On July 16, she directed FAA to take more aggressive enforcement action to ensure that airlines tighten procedures for screening passengers and carry-on baggage. She also directed the agency to clarify its security standards to assure it can impose civil penalties against airlines for a failure by their screening operations.

The legislation also includes a provision that would bring certain aircraft used by state and local governments under the FAA's safety requirements. Such public aircraft, which include medical evacuation helicopters, are currently not subject to most FAA regulations. However, the bill would narrow the exclusion so that aircraft used by state and local governments that are leased for less than 90 days would be subject to FAA regulations for the first time.

Dole said she recommends the National Transportation Safety Board be given authority to obtain public aircraft accident reports so that safety information can be collected on these aircraft. This data will enable FAA to determine whether additional public aircraft should be brought under FAA safety regulations.

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News:

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

FOR IMMEDIATE RELEASE
July 30, 1987

DOT 63-87
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DOT OBTAINS AGREEMENTS WITH CRS VENDORS TO HELP REDUCE AIRLINE DELAYS

Secretary of Transportation Elizabeth Dole today announced that DOT has contacted airline computer reservations systems (CRSs) owners and asked them to make voluntary changes in their systems to more accurately reflect actual flight times. As a first step, the CRS owners have agreed to eliminate elapsed flight time as a factor in ranking the display of nonstop flights.

Secretary Dole said, "I appreciate the cooperation I have received from each of the CRS owners -- American, United, TWA, Northwest, Eastern, Continental, and Delta Airlines -- thus far, and look forward to the immediate implementation of these important changes to help the travelling public."

CRSs have a significant effect on delays because of the priority that CRS computer displays give to flights with the lowest elapsed flight time. Elapsed flight time is the amount of time from the scheduled departure of a flight to the scheduled arrival time. Because of this CRS priority, airlines which publish unrealistically short elapsed times obtain higher display on CRS screens, which generates greater ticket sales, to the disadvantage of airlines with longer, more realistic elapsed times. This produces an incentive for airlines to publish unrealistic schedules, resulting in large numbers of delays.

In a Notice of Proposed Rulemaking (NPRM) published on June 10, 1987, DOT proposed a large number of initiatives to reduce delays, including a proposal to require changes in CRS displays. By taking action to obtain voluntary agreements, this problem can be more rapidly resolved than through the rulemaking process.

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DOT is continuing to work individually with the CRS vendors to find alternatives to elapsed time as a factor for ranking connecting flights as well as nonstop flights.

Earlier this week, the Federal Aviation Administration reported that despite traffic gains, flight delays -- as a percentage of aircraft operations at the nation's 22 leading airports -- dropped in the first six months of 1987 when compared with the same period in 1986.

The agency credited the improvement in part to new air traffic control procedures, such as the Expanded East Coast Plan, which substantially reduced flight delays in the New York metropolitan area after its implementation in February. Another important factor was the rescheduling of approximately 1,000 airline flights during peak periods at a half a dozen major airports following meetings called by Secretary Dole in March and April.

The total number of delays of 15 minutes or more at the 22 leading airports in the January-June 1987 period was 162,770, which was only a fraction more than the 162,317 recorded during the first six months last year. However, when the increase in flights at the 22 locations was factored into the equation, the percentage of delays at the 22 locations actually decreased from 36 per 1,000 operations in the first six months of 1986 to 35 per 1,000 through June of this year.

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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, August 6, 1987

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DOT EMPLOYEES SELECTED FOR RANDOM DRUG TESTING GIVEN 30-DAY NOTICES

Secretary of Transportation Elizabeth Dole today announced that an estimated 30,000 Department employees have been notified that they are subject to random drug testing under DOT's comprehensive drug program.

"We have given 30-day notices to those civilian employees whose jobs involve significant responsibilities affecting public safety and security," Secretary Dole said. "It is our belief that random testing is the most effective way possible to ensure that DOT's safety and security employees are drug free."

The Secretary said those employees who test positive will be reassigned from their security/safety positions. "We will offer employees who are determined to use drugs off duty the opportunity for rehabilitation and the chance to return to their safety or security positions upon completion of such a program," Dole said.

The comprehensive drug program, outlined to employees in June, includes extensive awareness and education opportunities for all employees, as well as counseling and provisions for rehabilitation. DOT is the first federal agency to implement a department-wide program under President Reagan's Executive Order calling for a drug-free workplace.

"We must do everything we can to make sure that we deal effectively with the problem of illegal drugs," Secretary Dole said. "I must be able to look the American people in the eye and say unequivocally that our goal is to give them what they expect and deserve -- a drug-free transportation system."

The Secretary said drug testing will be performed through urinalysis by an independent contract laboratory certified by the Department of Defense. Employees will be tested for five classes of drugs: marijuana metabolites, cocaine metabolites, opiates, phencyclidine (PCP) and amphetamines. The testing procedure involves an initial screen for the presence of an illegal drug, followed by a confirmation test using gas chromatography/mass spectrometry analysis, and a review of any positive laboratory results by a medical review officer. Only after the third step will appropriate departmental officials and the individual employee be notified of the test results.

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The Secretary assured 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," Dole said.

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 FAA already has an interim drug testing program -- but that 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 and FAA employees will now be covered by the DOT program.

The estimated 30,000 employees who have been notified will have their names placed in a pool and will have an equal probability of being selected for random testing. All 30,000 will not be tested. Those tested once or more will have the same odds of being tested again because their names will remain in the pool.

Those employees who are selected for random testing will be notified verbally, and privately, by supervisors as to the time and exact location to report for testing. Those employees who test positive, 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). This program gives employees the opportunity to receive counseling and rehabilitation. While the DOT program applies to off-duty use of illegal drugs, employees found using drugs on duty will be removed. Employees who refuse to provide a urine specimen also will be removed.

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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
Monday, August 10, 1987

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DOT GRANTS MISSION APPROVAL FOR LAUNCH OF TWO SATELLITES

Secretary of Transportation Elizabeth Dole today announced the Department's decision to grant mission approval to Martin Marietta for the launch of two telecommunications satellites for the International Telecommunications Satellite Organization (INTELSAT).

The Secretary made the announcement at INTELSAT headquarters in Washington, where INTELSAT Director General Dean Burch and Martin Marietta Chairman Thomas Pownall signed a contract formalizing their earlier launch reservation agreement.

"The agreements between commercial launch companies and their customers -- such as the one between Martin Marietta and INTELSAT -- are proof that space is no longer the exclusive province of governments," Secretary Dole said. "The Department of Transportation is proud to be able to assist commercial firms in making the economic frontier of space more accessible for development."

Martin Marietta had requested permission to launch two telecommunications satellites for INTELSAT, one in 1989 and the other in 1990. DOT approved Martin Marietta's request after consulting with the Department of State, the Department of Defense and the National Aeronautics and Space Administration. The Department must still conduct a safety review before final approval to launch is granted.

DOT's licensing process has two components: mission review and safety review. The mission review procedure -- which has been concluded in this case -- covers the purpose of the

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launch, the nature of the payload and the flight plan. The safety review evaluates such matters as vehicle type, safety procedures, range personnel expertise, tracking and instrumentation, and flight termination systems.

The Secretary heralded recent agreements signed by commercial American space launch firms and foreign and commercial satellite customers as dramatic evidence that America's commercial space transportation industry is moving aggressively against foreign competition. In addition to the agreement with INTELSAT, Martin Marietta also has agreements pending with Federal Express Corp.; Ford Aerospace; Hughes Communications, Inc.; Hughes Galaxy, Inc. and two other companies. McDonnell Douglas has been chosen to launch satellites for the Indian Government, British Satellite Broadcasting, Ltd., and INMARSAT. It has six other launch reservations. General Dynamics is operating under a letter contract for preliminary engineering work with Eutelsat and expects final action on a contract in September. It also has several launch reservation agreements in effect.

In 1984, President Reagan designated the Department of Transportation as lead agency for facilitating the development of a commercial launch vehicle industry. In October of that year, the President signed the Commercial Space Launch Act, which established the statutory basis for licensing private sector space transportation services.

DOT's Office of Commercial Space Transportation issued regulations in 1986 that outline the policies and procedures for licensing commercial launches. These regulations are designed to remove unnecessary government barriers and provide a responsible mechanism for ensuring that public safety and other important national interests are protected.

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FOR IMMEDIATE RELEASE
Thursday, August 13, 1987

DOT 69-87
Contact: Dale Petroskey
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DOT INVESTIGATION WILL EXAMINE DATA AT FOUR MORE AIRPORTS

Secretary of Transportation Elizabeth Dole today announced that the Department, continuing its investigation of airline scheduling practices and their role in an increasing number of delays, will seek airline flight data from carriers operating at four more airports which are experiencing high levels of airline delays.

The investigations will cover Denver Stapleton, Newark, LaGuardia (N.Y.) and San Francisco International Airports.

"We are trying to determine how and to what extent airline scheduling practices may contribute to delays, which are causing understandable frustration to the travelling public," Secretary Dole said. "The information obtained from our current investigations suggests that airline scheduling problems are widespread and that expansion of our investigation is warranted," Dole said.

DOT is continuing to conduct investigations at Atlanta, Boston, Chicago O'Hare and Dallas/Ft. Worth airports. Data collected during investigations at these airports are being reviewed by the Department's enforcement office for possible enforcement action.

The most recent investigations are part of a comprehensive effort by the Department to address the problems experienced by airline passengers because of the increase in flight delays. DOT has asked for the public's opinion of a rule that would require airlines to disclose on-time performance as well as other service related information to the public.

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The Department is taking a number of longer range steps to expand the capacity of the airline system which will also have an impact on delays. These include the 10-year, \$12.2 billion National Airspace System (NAS) plan, a FAA program to modernize and increase the capacity of the air traffic control system. Under the NAS plan, DOT has made significant progress with the program to install new computers in the 20 en route air traffic control centers which handle flights as they travel between cities. The new systems are 10 times faster and have four to five times the capacity of computers they are replacing. Most of the centers have received the new computers, and the rest will have them by the end of this year. The NAS plan also includes a new-technology radar beacon system that will give controllers more accurate position information on aircraft, and a Doppler weather radar system that will give better protection to the flying public against the invisible threat of wind shear conditions at major airports. By Sept. 30, almost 90 percent of NAS plan projects will be under contract.

The Administration also has proposed to reauthorize the Airport Improvement Program at levels in excess of \$1 billion per year for fiscal years 1988 and 1989. Secretary Dole's FY 1988 budget request calls for an overall 20 percent increase in funds for the aviation system, including a 68 percent increase over the 1987 amount Congress appropriated for the NAS plan facilities and equipment. This increase is unprecedented in this era of budget cutting and restraint. The FAA has taken steps to improve air traffic procedures and flight plans to increase the system's capacity. Moreover, the Secretary has requested funds for an additional 955 air traffic control personnel for fiscal year 1988.

If approved, all of these efforts would significantly help the air traffic system keep ahead of a dynamic market which continues to expand following the economic deregulation of the airlines in 1978. The Secretary pointed to a Brookings Institution study which estimates that Americans who fly are saving \$6 billion a year.

"Millions of Americans are in the air today visiting families and friends routinely or seeing parts of America they only dreamed about prior to 1978," Dole said. "This has caused what was a stagnant airline market 10 short years ago to be one of the most dynamic markets in our economy today. This expansion provides us with a tremendous challenge to stay ahead of the pace."

The Secretary noted that approximately 70 percent of delays are caused by inclement weather, but that DOT actions to reduce other delays are showing good results. She said new air traffic control procedures, such as the Expanded East Coast Plan, reduced flight delays approximately 40 percent in the New York metropolitan area since its implementation in February. This plan 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. In March and April Secretary Dole granted major airlines anti-trust immunity to hold scheduling talks that resulted in shifting approximately 1,000 flights at the nation's busiest airports to less congested time slots.

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U.S. Department of
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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, September 2, 1987

DOT 73-87
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DOT ISSUES NEW RULE TO DEAL WITH AIRLINE DELAYS, BAGGAGE PROBLEMS

In a move to improve the quality of airline service for consumers, Secretary of Transportation Elizabeth Dole today announced a truth in airline scheduling rule that requires large air carriers to publicly disclose key information on flight delays and baggage problems. The rule is designed to provide consumers with information to help them make informed choices among flights and cause airlines to be more responsive to consumer needs.

Secretary Dole said, "The heart of the rule is that for most flights, passengers will be able to call travel agents and airline ticket agents and find out what the on-time performance record has been during the preceding month. They will also be able to get valuable information on any major airline's recent record on baggage handling."

A final rule issued by DOT requires the 14 largest domestic carriers to report their on-time performance records for each non-stop flight serving the 27 largest airports in the continental United States.

The rule also requires these carriers to provide monthly data on their total number of scheduled-service passengers and the number of mishandled baggage reports filed by such passengers. The Department plans to publish a summary of these data as part of its monthly consumer report.

DOT also will require carriers to provide an on-time performance summary by flight to computerized reservation systems (CRS) operators for display on CRS screens, which are the main source of airline information for travel agents. Upon request, these same carriers also must supply the information directly to consumers on a flight-by-flight basis through their ticket agents.

"We believe that disclosure of this information will help reduce consumer frustration with airline delays," Secretary Dole said. "The disclosure of information on flight delays and baggage problems also should make the carriers more responsive to consumers and give them additional incentive to compete on the basis of better performance."

Today's action follows on the heels of an agreement announced Aug. 28, between the Department and six major carriers to improve their on-time performance for flights operating to or from Chicago O'Hare, Boston Logan, Dallas/Ft. Worth and Atlanta Hartsfield airports. The agreements, signed with American, Delta, USAir, United, Continental and Eastern airlines were the result of negotiations with the six airlines following DOT's investigation into unrealistic scheduling practices at the four airports. Earlier in August, the Department initiated investigations of scheduling practices at four more airports -- Denver Stapleton, Newark, LaGuardia (N.Y.) and San Francisco.

Under the rule, which excludes maintenance related delays, carriers will provide to CRS vendors a single digit code representing the percentage of operations that arrive on-time (within 15 minutes of the scheduled arrival time) for each covered flight segment. For example, the number "8" will reflect that the flight arrived on time between 80 and 89.9 percent of the time. The number "5" will indicate that the flight arrived on time between 50 and 59.9 percent of the time. CRS vendors must include this code in their primary schedule and availability displays, but they cannot use the data to rank flights or to discriminate against carriers in any way.

The Secretary also noted that the airlines are aware that consumer frustration with delays can cause a loss of business and certain carriers appear to be making efforts individually to address the problems.

Under the disclosure requirements, the 14 carriers will submit data to DOT including:

- o scheduled arrival and departure times of a specific flight
- o actual arrival and departure times
- o whether a scheduled flight was canceled
- o scheduled and actual elapsed times
- o differences between actual and scheduled departure, arrival and elapsed times

Arrival and departure time will be measured by the time of arrival at or departure from the gate and a delay will be defined as a flight that arrives or departs 15 minutes or more past the scheduled arrival or departure time.

On June 10, 1987, DOT proposed a series of regulatory and non-regulatory options to address airline delays and other problems. The basis for the rulemaking included information gathered by the Department's ongoing investigation into the scheduling practices of the airlines (and the role these practices play in increasing delays), complaints by consumers, and information filed by air carriers, travel agents, airport operators and public interest organizations. Approximately 200 comments were received during the 30-day comment period on the Notice of Proposed Rulemaking (NPRM), the vast majority of which were filed by individuals.

The final rule on disclosure covers carriers with one percent or more of the total domestic scheduled-service passenger revenues for the 12-month period ended March 31, 1987. The carriers are Alaska, American, America West, Continental, Delta, Eastern, Northwest, Pacific Southwest, Pan American, Piedmont, Southwest, TWA, USAir and United. This will cover approximately 63 percent of all domestic airline passengers directly and is expected to indirectly affect virtually all flights in the U.S. The data must be provided to the Department on a monthly basis via computer tape starting Oct. 15, 1987.

The data will cover domestic non-stop flights that serve 27 airports, each of which has one percent or more of the total enplanements in the U.S. The airports are Atlanta Hartsfield, Boston Logan, Charlotte, Chicago O'Hare, Dallas-Ft. Worth, Denver Stapleton, Detroit, Houston Intercontinental, Los Angeles, Las Vegas, Memphis, Miami, Minneapolis-St. Paul, Newark, N.J., LaGuardia, N.Y., JFK, Orlando, Phoenix, Pittsburgh, Philadelphia, San Francisco, St. Louis, Seattle-Tacoma, Salt Lake City, San Diego, Tampa and Washington National.

Carriers may report data voluntarily on their other flights and smaller carriers not covered by the rule may also submit data voluntarily.

In addition to its regulatory actions, the government is spending billions of dollars annually for safety improvements, capacity expansion, construction and related projects at the nation's airports in order to improve the efficiency of airline service. DOT is five years into a 10-year, \$12 billion program to modernize the entire nationwide air traffic control system. The National Airspace System (NAS) plan will take the system to the highest levels of automation, expanding system capacity and improving air safety.

Under NAS, the Department has embarked on a program to install new computers, called "Host" computers, in the 20 en route air traffic control centers which handle flights as they travel between cities. The new computers are 10 times faster and have four to five times the capacity of computers they are replacing. The new computers are in operation at two centers already and will be installed and operating in all 20 centers by next spring. NAS also includes a new technology radar beacon system that will give controllers more accurate position information on aircraft, and a Doppler weather radar system that will provide better protection to the flying public against the invisible threat of wind shear conditions at major airports. By Sept. 30, almost 90 percent of the nearly 100 NAS projects will be under contract.

Secretary Dole said that to ensure the safety and the future of the nation's airspace, "full and adequate funding for both FAA operations and the modernization of the airways must be a top transportation priority." The Department's 1988 budget request calls for an overall 20 percent increase above the current level in funds for the aviation system, including a 68 percent increase over the 1987 amount appropriated by Congress for the NAS plan facilities and equipment. She said, however, that the House-passed appropriations bill is \$203 million below DOT's request for the NAS plan and does not provide funds for the Doppler weather radar system. The House also cut \$65 million from the FAA's operating account -- the money that pays the salaries of air traffic controllers, safety inspectors, and other key personnel. "We cannot accept these budget cuts," the Secretary stated. "I will urge the Senate to restore these funds when it takes up the Appropriations bill."

She noted that since 1982, almost \$27 billion has been appropriated for FAA's important programs, but only \$15.2 billion of that total has come from the Trust Fund. "The money is being spent," she said, "but, because of a complex provision in the law, a large share is coming from general tax revenues -- the income tax that you and I pay -- and an artificial balance is building up in the Trust Fund.

Over the past six years, general revenues have provided \$7.5 billion of federal funds expended on aviation while a \$5.6 billion "surplus" has built up in the Trust Fund. "It's as if a major portion of the taxes that aviation users pay have been going into a savings account and earning interest, and FAA's bills have been paid by checks drawn on the account of the general taxpayer," Dole commented. Legislation moving through Congress this year would continue this approach and could result in even higher trust fund balances.



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, September 9, 1987

DOT 74-87
Contact: Dale Petroskey
Tel.: (202) 366-4570
Hal Paris
Tel.: (202) 366-5571

DOT TO BEGIN RANDOM DRUG TESTS THIS WEEK

Secretary of Transportation Elizabeth Dole today announced the Department will begin random drug testing this week of civilian employees whose jobs involve significant responsibilities affecting public safety and security.

Federal District Court Judge Stanley Harris refused Friday to grant a temporary restraining order sought by the American Federation of Government Employees that would have prevented Secretary Dole from starting the DOT drug test program.

"We are pleased by the court's decision not to halt our drug testing program," Secretary Dole said. "We reached the decision to proceed with random testing only after intense deliberations and with the utmost consideration for the legitimate concerns of affected employees. It is our belief that random testing is the most effective way possible to help ensure that DOT's safety and security employees are drug free. The DOT drug program helps us give the American people what they expect and deserve -- a drug-free transportation system."

Early in August, DOT began notifying an estimated 30,000 employees out of a total civilian workforce of approximately 60,000 that they are subject to random drug testing. Over the next three months, the Department plans to limit random testing to a small number of agency geographic locations in which nearly one-half of the employees eligible for testing are located.

DOT is the first federal agency to implement a department-wide program under President Reagan's Executive Order calling for a drug-free workplace. The comprehensive drug program includes extensive awareness and education opportunities for all employees, as well as counseling and provisions for rehabilitation.

The Secretary said those employees who test positive will be reassigned from their security/safety positions. "Our program is fair and reasonable. We will give those employees who test positive for the use of drugs off duty the chance for rehabilitation. We think it's much more compassionate to identify people with drug problems and get them into rehabilitation rather than subject them to firing," Secretary Dole said.

-more-

The testing will be performed through urinalysis by CompuChem Laboratories. Employees will be tested for five classes of drugs: marijuana metabolites, cocaine metabolites, opiates, phencyclidine (PCP) and amphetamines. The laboratory testing procedure involves an initial screen for the presence of an illegal drug followed by a confirmation test using gas chromatography/mass spectrometry analysis. Any positive laboratory results will be reviewed by a departmental medical review officer. Only after the third step will appropriate departmental officials and the individual employee be notified of the test results.

The Secretary has assured employees that testing will be conducted on a carefully controlled and monitored basis to ensure the highest degree of respect for individual privacy.

Tests will be administered to employees with safety-sensitive responsibilities, such as air traffic controllers, 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, including the Secretary herself and her personal staff.

The FAA already has an interim drug testing program -- but that 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 and FAA employees are now covered by the DOT program.

Those employees who are selected for random testing will be notified verbally by supervisors as to the time and exact location to report for testing. Those employees who test positive the first time, 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. This program gives employees the opportunity to receive counseling and rehabilitation. While the DOT program applies to off-duty use of illegal drugs, employees found using drugs on duty will be discharged. Employees who refuse to provide a urine specimen also will be discharged.

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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
September 22, 1987

DOT 75-87
Contact: Dale Petroskey
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Suzette Paes
Tel.: (202) 366-4461

DOT UPHOLDS 1986 RULING ON ILLINOIS FEE ON SPENT NUCLEAR FUEL SHIPMENTS

An Illinois law imposing a fee of \$1,000 per cask of spent nuclear fuel passing through the state is consistent with, and not preempted by, the Hazardous Materials Transportation Act (HMTA), the Department of Transportation said today.

In an administrative ruling, Cindy Douglass, Administrator of the Department of Transportation's Research and Special Programs Administration, affirmed an earlier decision that nothing in the federal HMTA or its related regulations precludes a state from imposing fees on transporters of spent nuclear fuel, so long as the fee is not part of an otherwise impermissible regulatory scheme. The ruling did not determine whether such fees may be preempted under other statutes or the U.S. Constitution because it would be inappropriate to address such issues in this proceeding.

The HMTA preempts any state or local transportation requirement that is inconsistent with the law or its related regulations. DOT has a procedure for issuing "inconsistency rulings" on whether a state or local law is inconsistent, and therefore, preempted. The decision announced today affirmed a ruling issued in June 1986 on the Illinois fee by the Office of Hazardous Materials Transportation.

In 1984, the Wisconsin Electric Power Company (WEPCO) shipped 15 casks of spent fuel by highway through Illinois. The state assessed fees totaling \$15,000. WEPCO paid the fees under protest, but applied to DOT for a ruling that the fees were preempted under the HMTA.

The fees imposed by Illinois are used exclusively to carry out the state's nuclear safety program, which includes inspections of all shipments to ensure compliance with federal standards and escort of each shipment, the ruling said.

The Department noted that the state activities financed by the fee were consistent with the regulatory and enforcement program developed under the HMTA. The state's safety measures did not cause unreasonable or unnecessary delays, restrictions or redirections of shipments, which would be preempted under the HMTA.

- more -

In previous rulings, DOT found several state and local restrictions on the transportation of spent fuel to be inconsistent with the HMTA. A common feature of the inconsistent laws was that they imposed restrictions regardless of whether the shipments met all federal safety standards. However, the Illinois law was found to restrict only those shipments which fail to meet those standards.

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News:

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

FOR RELEASE FRIDAY
September 25, 1987

DOT 76-87
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Bill Mosley
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DOLE OUTLINES RECOMMENDATIONS TO IMPROVE TRANSIT SAFETY

Secretary of Transportation Elizabeth Dole today released a report recommending that the Urban Mass Transportation Administration (UMTA) increase its safety activities.

The report, prepared by the Department's Safety Review Task Force, is based on a review of UMTA and other DOT agencies whose programs affect the transit industry.

"The Task Force recommendations will result in significant improvements in the UMTA safety program," Secretary Dole said. "Implementing these steps will assure that mass transit users can continue to rely on the safety of their local systems."

UMTA Deputy Administrator Alfred A. DelliBovi said, "The Secretary's Task Force has done a good job in framing the safety issues involved in public transit. We will not just be studying the report, but actively working to implement the recommendations."

The report notes that, although safety is an element pervading the UMTA organization, there is no coordination of the various safety functions. Therefore, the Task Force recommends that UMTA establish an Office of Safety reporting directly to the Administrator and charged with coordinating all UMTA safety efforts and assuring their effectiveness. Its duties would include the development and implementation of a long-term safety program and an annual Safety Plan for the agency. The report adds that no fundamental changes in UMTA's mission are necessary, and that the agency is in a position to expand its safety role without the commitment of major resources.

UMTA, whose primary role is providing federal capital and operating grants to transit agencies throughout the country, has assumed limited safety oversight through Triennial Reviews of local transit agency operations, contractor supported Project Management Oversight of large construction and rehabilitation projects, collection of safety and accident information, and selective participation in safety and accident investigations. It also contributes to transit safety through training, research and technical assistance.

-more-

The Task Force recommends that UMTA:

- require safety program documentation as a condition of local agencies receiving grants;
- initiate a new program of safety reviews, to be followed up through the existing Triennial Reviews;
- increase the safety content of existing oversight activities, particularly through the existing grant program and construction Project Management Oversight;
- elevate safety consciousness within UMTA, and coordinate safety efforts throughout the agency;
- combat drug and alcohol abuse by making documentation of a strong drug and alcohol program a grant requirement; and
- improve transit safety information by extending reporting systems to all types of transit, improving the quality of the questions asked, and publishing and distributing safety information more quickly and widely.

The report addresses the following area: vehicles; transit agency oversight activities; accident and safety investigations; safety information; safety research, training and demonstration programs; and organization of the UMTA safety function.

Mass transit is one of the safest transportation modes. In 1984, transit fatalities totaled 245, only one-half of one percent of the total transportation fatalities that year. On a passenger-mile basis, only commercial air travel was safer than transit in 1984. In terms of fatalities per passenger carried, transit, with 8.6 billion passengers annually, has by far the best record of any mode of transportation.

The Safety Review Task Force also has completed in-depth reviews of the Federal Aviation Administration, the Federal Railroad Administration, the Research and Special Programs Administration, the Federal Highway Administration's Motor Carrier Safety Program and the National Highway Traffic Safety Administration.

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News:

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

FOR RELEASE WEDNESDAY
September 30, 1987

DOT 79-87
Contact: Dale Petroskey
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Hal Paris
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SECRETARY DOLE CALLS FOR DRUG TESTING FOR INTERNATIONAL FLIGHT CREWS

Secretary of Transportation Elizabeth Dole has proposed that the International Civil Aviation Organization (ICAO) consider worldwide drug testing for the flight crews of all airlines.

In a letter to Dr. Assad Kotaite, president of the ICAO Council, Secretary Dole urged that the Council study its current standards for possible additions to ICAO Annexes or Manuals "which would make explicit that any illicit drugs found in the system of a crew member, at any time, or any alcohol in his system while on duty," would violate ICAO standards. The Secretary proposed testing for drugs and alcohol as a means of assuring that the ICAO standards are complied with universally.

The Secretary, calling for the elimination of the use of illicit drugs and abuse of other drugs and alcohol by crew members in international civil aviation, said "The public has a right to demand that commercial airline operations be conducted in a drug and alcohol free environment."

Secretary Dole said the Department's proposal to the ICAO, in conjunction with new rules to be proposed shortly in the United States to institute periodic and random drug testing for U.S. commercial aircraft crew members and other persons engaged in activities related to aviation safety, will go far toward assuring that all airlines, foreign as well as domestic, will be subject to the highest safeguards against drug and alcohol abuse.

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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
October 5, 1987

DOT 80-87
Contact: Dale Petroskey
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Ed O'Hara
Tel.: (202) 366-5571

DOT DEDICATES NEW COMPUTER AT BOSTON AIR TRAFFIC CENTER

The Department of Transportation today dedicated a new "Host" Computer at the Boston Air Route Traffic Control Center in Nashua, N.H. The new computer is 10 times faster and has four to five times the capacity of the unit it is replacing. The new computers are called Host computers because they can use (or host) the existing air traffic control software.

The Department said the Host computers will give controllers extra capacity to handle traffic safely and efficiently into the 1990s. These computers have the capacity to handle added safety functions such as improved conflict alert to warn of incidents involving two aircraft flying on a collision course, and resolve such conflicts by recommending appropriate evasive action.

The Boston en route center tracks and controls aircraft traveling between cities in six New England states and as far West as Syracuse, N.Y. Operating around the clock, the center handled nearly 1.5 million flights last year.

DOT said the Host computer, which is being installed at the Federal Aviation Administration's 20 en route centers across the country, is a key element in the massive 10-year, \$12.2 billion modernization of the airspace system known as the National Airspace Plan or "NAS" Plan.

Sixteen of the 20 en route centers have received delivery of the Host computer. The remaining centers will receive the computers by December. Boston is the fourth center to put its computer into full operation. All 20 centers will have their computers operational by June of next year.

- more -

In addition to the Host computers, the NAS Plan includes:

- Doppler weather radar that will improve FAA's ability to "see" wind shear and other hazardous weather conditions around airports and warn pilots in nearby aircraft. FAA expects the first production contract for "next generation weather radar" (NEXRAD) units to be awarded soon. These Doppler radar units will be installed at 17 major airports to detect wind shear conditions.
- A new airport radar system, called ASR-9, that will improve both aircraft and weather detection around airports. FAA expects to accept delivery of the first 100 airport surveillance radars in the near future.
- A new radar beacon system that will make it much easier for controllers to identify and monitor aircraft in crowded airspace. Using a "Mode S" data link capability, the system will be able to send data by computer from the ground to the cockpit, reducing the need for radio voice transmissions.

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News:

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

For Release Tuesday
October 6, 1987

DOT 81-87
Contact: Dale Petroskey
Tel: 202-366-4570
Ann M. Linnertz
202-366-5770

COMMERCIAL SPACE OFFICE AWARDS MAJOR TECHNICAL SUPPORT CONTRACT

The Department of Transportation's Office of Commercial Space Transportation today announced the award of a major space commercialization research contract to Research Triangle Institute, with offices in Research Triangle Park, N.C. and Cocoa Beach, Fla. DOT's Transportation Systems Center, the office's technical arm, will manage the \$1.4 million contract.

The contract calls for Research Triangle Institute to provide technical support on studies that will focus on a wide range of issues of concern to the nation's emerging commercial space transportation industry. RTI's tasks under the contract relate directly to DOT's licensing authority. In particular, RTI will be providing technical expertise and analytical support that will aid DOT in evaluating launch safety resources and personnel qualifications, and in developing a regulatory regime for privately operated launch sites and spaceports.

Courtney Stadd, Director of the Department's commercial space transportation program, said, "This contract marks another milestone toward implementing the President's space commercialization initiative. The data base which this effort will provide will enable domestic launch firms to move into the market as expeditiously as possible. It will allow them to conduct launches routinely, much as other transportation services conduct their commercial operations, while assuring that the nation's vital national interests are not compromised."

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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, October 8, 1987

DOT 82-87
Contact: Dale Petroskey
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Hal Paris
Tel.: (202) 366-5571

CONSUMER COMPLAINTS ON AIRLINE SERVICE DECLINE 23% IN SEPTEMBER

Consumer complaints against the airline industry declined dramatically during the month of September, the Department of Transportation (DOT) reported today. Complaints in September totaled 5,611, a 23 percent drop from the previous month, when the Department recorded 7,280 complaints.

DOT said it was the first time since January 1987 that complaints to the Department, which are logged by telephone and mail, took a downward turn.

The Department attributed at least part of the decline to industry-wide actions, many of which were in response to a number of DOT initiatives in the last several months to deal with rising complaints. These actions included:

- o Letters to 36 major, national and large regional carriers reminding them of consumer rules and policies, urging an improvement in the carriers' performance and asking them to institute comprehensive reeducation programs for their employees on specific requirements of DOT consumer regulations.
- o Letters to organizations representing travel agents asking them to advise their members to be sensitive to consumer protection issues.
- o Enforcement investigations regarding violations of the consumer protection rules and a recent large settlement with one major airline.
- o Investigations announced last spring of unrealistic scheduling practices by carriers at four major airports that resulted in agreements Aug. 28 with six airlines to improve their on-time performance.

- more -

- o A June 10, 1987 proposal by the Department to address airline delays and other service quality performance problems which resulted in a final rule announced Sept. 2, 1987. The new rule requires the 14 largest domestic carriers to report their monthly on-time performance records beginning Oct. 15, 1987 for each non-stop flight serving the 27 largest airports in the continental United States. The new rule also requires these carriers to provide monthly data to DOT on their total number of scheduled-service passengers and the number of mishandled baggage reports filed.

The Department's September Consumer Complaint report shows complaints in the category of flight problems, the category which accounts for the largest percentage of all consumer complaints, declined in September to 2,548, compared to 3,311 in August.

The Department this week announced that air traffic delays declined by 41 percent from August to September. Delay problems constitute a significant portion of consumer complaints about flight problems.

Baggage complaints also declined in September, totaling 915 compared to 1,134 in August.

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News:

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

FOR RELEASE TUESDAY
October 20, 1987

DOT 83-87
Contact: Dale Petroskey
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Ed O'Hara
Tel.: (202) 366-5571

NATION RETURNS TO STANDARD
TIME SUNDAY, OCTOBER 25

Most of the nation will return to standard time at 2 a.m.
Sunday, Oct. 25.

Under a law passed last year, daylight saving time begins on the first Sunday in April, instead of the last. So next spring, daylight saving time will begin April 3, 1988. No change was made in the date for ending daylight time, the last Sunday in October.

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

No resetting of clocks will be required in the areas that do not observe daylight saving time. Those states and territories include Arizona, Hawaii, Puerto Rico, the Virgin Islands, American Samoa and the part of Indiana located in the Eastern Time Zone.

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News:

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

FOR IMMEDIATE RELEASE
Thursday, October 22, 1987

DOT 84-87
Contact: Dale Petroskey
Tel.: (202) 366-4570
Walter Oates
Tel.: (202) 366-5807

DOT SENDS CONGRESS LEGISLATION TO REFORM SHIP SUBSIDY PROGRAM

The U.S. Department of Transportation has submitted to the Congress legislation to implement the Administration's proposed reform of the ship operating differential subsidy (ODS) program. The reforms would enable U.S.-flag operators to compete more effectively against their foreign-flag counterparts.

Both the House and the Senate are considering bills which would reform the ODS program. The Department previously notified the chairmen and ranking minority members of the appropriate Congressional committees of its policy objectives for reform of the ODS program in a July 6, 1987 letter. The legislation implements the objectives in that letter.

The Department's bill recognizes the need to create an environment in which our merchant fleet can compete effectively by lessening federal regulatory constraints on maritime operations. The bill provides a one-year window for presently subsidized and unsubsidized operators to enter into a revised ODS program. It would expand their operating flexibility, improve their cash flow by expediting subsidy payments, and permit worldwide acquisition of vessels.

The reform measure would result in amended ODS contracts for existing operators, while presently unsubsidized operators would be eligible for ODS under terms of grant agreements. Both would be limited to 10 years and a maximum of 20 ship-years of operation per year. The bill would limit ODS to wage subsidy only, as determined by the most economical collective bargaining or other wage agreement negotiated.

The bill would eliminate existing trade route restrictions, enabling carriers to operate in any sector of US. foreign trade. In order to improve the operators' cash flow, ODS would be paid semimonthly, instead of at the end of a voyage. No subsidy would be paid for the carriage of military and civilian preference cargoes which are reserved for U.S.-flag vessels and not subject to foreign competition.

-more-

The bill would permit ODS operators to acquire their ships abroad at competitive world prices, provided that military features are included and specifications are approved by the Department of Transportation and the U.S. Navy. The current three-year prohibition against reflagged vessels' eligibility to carry preference cargoes would be lifted. The bill would also allow subsidized operators to own and operate foreign-flag feeder vessels.

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News:

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

FOR RELEASE FRIDAY
October 23, 1987

DOT 85-87
Contact: Dale Petroskey
Tel.: (202) 366-4570
Ed O'Hara
Tel.: (202) 366-5571

BURNLEY DEDICATES NEW COMPUTER AT WASHINGTON AIR TRAFFIC CENTER

A new Host computer that will expand the airspace system's capacity and improve safety was dedicated today by Acting Secretary of Transportation Jim Burnley at the Washington Air Route Traffic Control Center in Leesburg, Va. Rep. Frank Wolf (R-Va.), who represents Leesburg and is a member of the House Transportation Appropriations Subcommittee and Rep. Al McCandless (R-Calif.) were scheduled to make remarks at the ceremony.

The Host computer, which is being installed at the Federal Aviation Administration's 20 en route centers across the country, is a key element in the massive 10-year, \$12.2 billion modernization of the airspace system.

The computers will give controllers extra capacity to handle traffic efficiently into the 1990s. The computers are ten times faster and have four to five times the capacity of the units they are replacing.

FAA Administrator Allan McArtor officially inaugurated the new computer by speaking to the captain of the first airline flight in the center's airspace that was being tracked by the Host computer.

The new computers also have the capacity to handle added safety functions such as improved "conflict alert" to warn of aircraft flying on a collision course, and can advise pilots what action to take to avoid collision.

The \$12 billion National Airspace System (NAS) Plan includes more than 90 separate projects that are modernizing the 22,000 facilities that make up the air traffic control system.

(more)

The Washington en route center tracks and controls aircraft traveling between cities in six states, Delaware, Maryland, Pennsylvania, North Carolina, Virginia, and West Virginia, and Washington, D.C. During the past year, the center, operating around the clock, handled 2.3 million flight operations.

Washington is the fifth center to put its computer into full operation. All 20 centers will have their computers operational by June of next year. The new units are called Host computers because they can use (or host) the existing air traffic control software.

The NAS plan includes:

-- Doppler weather radar that will improve FAA's ability to "see" wind shear and other hazardous weather conditions around airports and warn pilots in nearby aircraft. FAA expects the first production contract for "next generation weather radar" (NEXRAD) units to be awarded soon. These Doppler radar units will be installed at 17 major airports to detect wind shear conditions.

-- A new airport radar system, called ASR-9, that will improve both aircraft and weather detection around airports. FAA expects to accept delivery of the first 100 airport surveillance radars in the near future.

-- A new radar beacon system that will make it much easier for controllers to identify and monitor aircraft in crowded airspace. Using a "Mode S" data link capability, the system will be able to send data by computer from the ground to the cockpit, reducing the need for radio voice transmissions.

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News:

Office of the Assistant Secretary for Public Affairs
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FOR IMMEDIATE RELEASE
Friday, October 30, 1987

DOT 86-87
Contact: Dale Petroskey
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Hal Paris
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DOT APPROVES USAIR ACQUISITION OF PIEDMONT

The Department of Transportation today announced it has given final approval to the proposed acquisition of Piedmont Aviation by USAir Group.

After a thorough review and analysis of each relevant market, the Department said the acquisition is not likely to substantially lessen competition or be inconsistent with the public interest.

On Sept. 21, 1987, Administrative Law Judge Ronnie Yoder, after conducting a formal hearing, recommended that the Department disapprove the acquisition. Judge Yoder concluded that in view of barriers to entry in the industry, the acquisition would substantially reduce competition in short-haul markets in the Northeast, in overlap markets served by both USAir and Piedmont and in specific markets involving two airports, LaGuardia (N.Y.) and Washington National, where slots -- landing and departure rights -- are controlled.

The Department, in its final decision, said it does not agree with the ALJ's conclusions concerning alleged barriers to entry. The Department said that although some carriers may have advantages in the services and operations cited as barriers by Judge Yoder, those advantages do not prevent new carriers from entering the market. In fact, some of these advantages can be used by other competing carriers to enter markets served at present by the applicants. The Department cited the extensive entry that is continuing in the industry, particularly from code-sharing carriers (smaller carriers that have a marketing alliance with major carriers).

On the issue of slot-controlled airports, the Department said that service at other airports in the markets where USAir and Piedmont have overlapping service (Rochester-LaGuardia, Syracuse-LaGuardia and Washington National-Syracuse) will provide effective competition. The Department said these airports are Washington Dulles, Baltimore Washington International, Newark and JFK.

In addressing the concern for access to slots for new entry raised by America West, which opposes the acquisition, the Department indicated that this issue should be addressed in a separate forum and noted that America West has already filed a petition for rulemaking to reallocate slots. The Department said if it is determined that slots should be reallocated for new entry, all carriers serving those slot-controlled airports should be subject to such action and not just the two carriers covered by this proceeding.

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News:

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

FOR RELEASE MONDAY
November 2, 1987

DOT 87-87
Contact: Dale Petroskey
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DOT ORDERS WILLIAMS TO TEST PIPELINES IN NINE STATES

The Department of Transportation today announced it has ordered the Williams Pipe Line Co., Tulsa, Okla., to conduct hydrostatic tests on 3,100 miles of liquid pipelines in nine states. The purpose is to assure that they are in safe condition for long-term operation.

The pipelines, which carry gasoline, fuel oil, and jet fuel, are located in Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, Oklahoma and South Dakota.

Under a consent order issued by DOT's Research and Special Programs Administration, Williams is required to operate many of these pipelines at substantially reduced pressures until the tests have been completed and the test results accepted by DOT's Office of Pipeline Safety. If seam failures occur during testing, the defective pipe will be replaced, and Williams is required to perform metallurgical tests to determine the cause of such failures.

The pipelines to be tested, by using water under pressure, are those identified as being most at risk for possible failure of seams, which are mainly found in a type of pipe manufactured before 1970. This type is called electric resistance welded (ERW) pipe manufactured using a low-frequency welding process.

The order involving Williams is the most serious action ever taken by the Department under the pipeline safety program. It is one of several enforcement actions initiated by DOT against the company as a result of a systemwide review of the Williams pipelines and investigations of pipeline accidents in Mounds View, Minn., and Afton, Minn., in 1986, and in North Dakota in June 1987.

(more)

Under the consent order, Williams agreed to voluntarily perform hydrostatic tests on an additional 1,800 miles of pipeline in the 1990 to 1994 period.

Williams operates about 7,000 miles of liquid pipelines in the nine states.

DOT's pipeline safety program is authorized by the Hazardous Liquid Pipeline Safety Act of 1979 and the Natural Gas Pipeline Safety Act of 1968.

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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, November 10, 1987

DOT 88-87
Contact: Dale Petroskey
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Hal Paris
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DOT RELEASES FIRST MONTHLY REPORT ON AIRLINES' FLIGHT, BAGGAGE PERFORMANCE

The Department of Transportation today released its first monthly report providing airline consumers with key information on flight delays and mishandled baggage by the nation's 14 largest airlines.

A new airline on-time performance disclosure rule issued by former Secretary of Transportation Elizabeth Dole in September requires these monthly reports to help consumers make more informed choices among competing carriers.

"Before today, consumers had no way of finding out which flights were likely to get them to their destinations on time and which were not. Starting today, consumers will be choosing airlines on the basis of on-time performance as well as the traditional criteria of price, departure, and arrival times," said Acting Secretary of Transportation Jim Burnley.

"Airline travel is no different from any other product or service on the market," continued Burnley. "Knowledgeable consumers are the best guarantors of responsive, reliable service."

The Consumer Report issued today summarizes the on-time performance for all non-stop domestic routes served by the nation's 14 largest airlines. The disclosure rule requires the carriers to report monthly on covered flights only at the 27 largest airports, but the carriers voluntarily submitted the more comprehensive information.

In addition to DOT's Consumer Report, the carriers, beginning by the end of this year, must provide an on-time performance summary for each flight to be displayed on the computerized reservation system ("CRS") screens used by travel and airline ticket agents to book flights. The carriers will give each covered flight a single digit code indicating the percentage of flights that arrived on time (within 15 minutes of the scheduled arrival time) during the previous month. The number "8", for example, would mean that the flight arrived on time between 80 and 89.9% of the time.

-more-

The Department's report contains four sections summarizing information on flight delays and mishandled baggage for the month of September, the number of passengers "bumped" from overbooked flights during the first six months of 1987, and consumer complaints received by the Department in October.

The flight delays section of the report consists of six tables showing the overall percentage of reported flight operations arriving on time by carrier; the number of reported flight arrivals and percentage arriving on time by carrier and airport; the percentage of all carriers' reported flight operations arriving on time by airport and time of day; the percentage of all carriers' reported flight operations departing on time by airport and time of day; a list of regularly scheduled flights arriving late 80 percent of the time or more; and a listing by carrier of the number and percentage of regularly scheduled flights arriving late 70 percent of the time or more.

The section on mishandled baggage shows the total domestic scheduled service enplanements, the total number of reports filed by passengers with the individual carriers and the rate of such reports per 1,000 passengers. It is important to note that each carrier uses a different system to track baggage problems. Some carriers with more comprehensive reporting systems that accept reports on items such as carry-on baggage and courtesy tracers, may have a higher complaint ratio than those carriers with less comprehensive systems. Also, some carriers with shuttle operations may have fewer reports because shuttle passengers generally have fewer bags.

The section on oversales shows, by carrier, the total number of passengers denied boarding (bumped) voluntarily and involuntarily for the second quarter of 1987 and the first six months of 1987. The consumer complaint section shows the number of complaints by carrier in 12 categories.

A file consisting of more than 880 computer printout pages covering 20,000 flights is available for inspection in Room 4201 of the DOT headquarters building, located at 400 Seventh Street, S.W., Washington, D.C. However, DOT cannot provide individual consumers specific flight-by-flight information. For those interested in obtaining all the flight information, computer tapes (\$150 per tape reel) and a complete computer printout (\$100 per copy) are available for purchase through the Department's Transportation Systems Center in Cambridge, Mass.

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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
Tuesday, November 10, 1987

DOT 89-87
Contact: Dale Petroskey
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CONSUMER COMPLAINTS AGAINST AIRLINES DECLINE 36% IN OCTOBER

Consumer complaints against the airline industry took another dramatic tumble during the month of October, the Department of Transportation reported today.

Complaints in October totaled 3,606, a 36 percent decline from the month of September, when the Department recorded 5,611 complaints. October complaints were 50 percent below the August total of 7,280.

DOT said it was the second successive month that complaints to the Department, which are logged by telephone and mail, showed a downward turn.

The Department attributed at least part of the decline to increased industry-wide attention to consumer complaints on the quality of service provided by the airlines, as well as a number of DOT initiatives in the last several months to deal with the problem. These actions included:

- o A new rule announced Sept. 2, 1987, that requires the 14 largest domestic carriers to report their monthly on-time performance beginning Oct. 15, 1987 for each non-stop flight serving the 27 largest airports in the continental United States. The new rule also requires these carriers to provide monthly data to DOT on mishandled baggage.
- o Investigations announced last spring of unrealistic scheduling practices by carriers at four major airports that resulted in agreements Aug. 28 with six airlines to improve their on-time performance.
- o Enforcement investigations regarding violations of the consumer protection rules and a recent large settlement with one major airline.
- o Letters to organizations representing travel agents asking them to advise their members to be sensitive to consumer protection issues.

- more -

- o Letters to 36 major, national and large regional carriers reminding them of consumer rules and policies, urging an improvement in the carriers' performance and asking them to institute comprehensive reeducation programs for their employees on specific requirements of DOT consumer regulations.

The Department's report shows complaints in the category of flight problems, the category which accounts for the largest percentage of all consumer complaints, declined in October to 1,629, compared to 2,548 in September. The Department's Federal Aviation Administration Monday announced that air traffic delays in October declined 45 percent when compared to the same month last year. Delay problems constitute a significant portion of consumer complaints about flight problems.

Baggage complaints also declined in October, totaling 653 compared to 915 in September.

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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
November 16, 1987

DOT 90-87
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 Hal Paris
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DOT REACHES SETTLEMENT WITH NORTHWEST AIRLINES ON CONSUMER VIOLATIONS

The Department of Transportation today announced a settlement between its Aviation Enforcement Office and Northwest Airlines regarding certain violations of the Federal Aviation Act and DOT's consumer protection regulations. The violations related to refunds, denied boarding compensation, and disclosure of code sharing arrangements to consumers.

The settlement provides for the payment of a substantial civil penalty of \$325,000 and orders Northwest to cease and desist from future patterns of violations. The civil penalty amount is the largest in the history of the Civil Aeronautics Board (CAB) and DOT in an aviation economic case.

The size of the penalty is primarily related to the large number of refund requests which had not been satisfied in a timely fashion by the carrier. DOT requires credit card refunds within seven days and cash refunds within 20 days of fully documented requests. Northwest stated that the bulk of its refund problems were inherited from Republic after their merger.

In reaching the settlement, Northwest said it did not admit the violations but entered into an agreement with DOT to avoid costly litigation.

The order also outlines steps that Northwest has taken or has agreed to take to resolve the airline's compliance problems. For example, to expedite refunds, Northwest has assigned additional employees to the task and shifted more refund responsibilities to field offices. Northwest has also instituted special training procedures to ensure that violations of the kind covered by the settlement will not recur.

The settlement results from an investigation of Northwest, one of several investigations being conducted by the Department in the area of consumer protection.

The Enforcement Office said, "Northwest has cooperated fully throughout the course of this investigation and we believe the steps the carrier is taking will improve the quality of service to its customers."

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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, November 17, 1987

DOT 91-87
Contact: Dale Petroskey
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DOT AWARDS SMALL PACKAGE AIR SERVICE TO FEDERAL EXPRESS

The Department of Transportation today announced the selection of Federal Express to provide small package express delivery service between the United States and Japan.

The Department decided to award primary authority to Federal Express after reviewing the recommended decision in favor of Federal Express announced by Administrative Law Judge Elias Rodriguez on March 4, 1987. The decision was made by the designated senior career official of the Department and affirmed in a notice signed by Assistant Secretary of Transportation for Policy and International Affairs Matthew Scocozza.

The Department found that Federal Express' proposed comprehensive door-to-door delivery service is superior to the proposals submitted by Orion Air and International Parcel Express (IPX), a consortium formed by United Parcel Service and DHL Airways, Inc.

In its decision the Department said Federal Express' proposal contemplates DC-10 service between Memphis, Tenn. and Tokyo with a stop at Portland, Ore. as the U.S. gateway point. DOT noted that Federal Express was favored over the two other companies seeking the route because its well established small package operation best assures the convenience, speed and reliability demanded by air express service customers.

The Department also agreed with the ALJ's recommendation to award back-up authority to Orion.

Today's action represents the third and final award of new authority to U.S. flag carriers as provided for in the 1985 Memorandum of Understanding between the U.S. and Japan. Previously, the Department awarded two routes to combination carriers -- American Airlines serving Dallas/Ft. Worth-Tokyo and Delta serving Portland-Tokyo.

The Department action is subject to final review by the White House, on the basis of foreign policy or national defense considerations.

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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, November 19, 1987

DOT 92-87
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Contact: Tom Simpson
Tel.: (202) 366-0881

DOT ORDERS TRAIN SAFETY DEVICES FOR NORTHEAST CORRIDOR

The Department of Transportation today ordered all trains operating in the Northeast Corridor between Washington, D. C. and Boston to be fitted with automatic train control (ATC) devices, which will automatically stop a train if an engineer fails to obey signals ordering the train to slow or stop.

Companies must reach firm agreements to purchase ATC units by Jan. 15, 1988 and installation must begin immediately upon delivery of the units. All trains must be equipped with the safety devices by July 1, 1990.

In addition, the Department's Federal Railroad Administration (FRA) issued proposed amendments to the orders and announced hearings to explore the possibility of expanding the order to cover trains operating in corridors connecting with the Northeast Corridor spine. Those corridors include: Philadelphia to Harrisburg; New Haven to Springfield; Philadelphia to Atlantic City; and New York City to Albany.

"We have considered, evaluated and rejected arguments raised by several freight railroads that ATC cannot be safely utilized on freight rail systems. Freight railroads outside the Corridor, such as the Richmond, Fredericksburg and Potomac, have successfully used ATC for years. The train operation simulations we have performed since January's hearings demonstrate that with proper calibration, ATC can provide a life-saving backstop in the event of engineer error," said Federal Railroad Administrator John H. Riley.

ATC makes use of two hardware elements, a signal transmission system located in the rail and a receiver unit in each locomotive and power unit. A change in a signal aspect that requires a speed reduction is relayed to the engineer in the locomotive cab. If the engineer does not respond properly in response to the signal change within a predetermined time interval (eight seconds), the train is automatically slowed and stopped.

-more-

Based on the ability of suppliers to manufacture the devices and the number of locomotives involved, the installation schedule is as follows: Conrail trains must be fully equipped no later than 18 months after delivery of first unit, Delaware and Hudson within 12 months, Providence and Worcester within six months, New Jersey Transit within 20 months, Southeastern Pennsylvania Transportation Authority within 24 months. Effective July 1, 1990 no train may operate over the Amtrak or Metro North rail line in the Northeast Corridor without ATC devices, the Department said.

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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
November 30, 1987

DOT 93-87
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DOT OFFICE OF INSPECTOR GENERAL REPORTS MANAGEMENT COMMITMENTS TO SAVE \$248 MILLION

The Department of Transportation's Office of Inspector General (OIG), in a semiannual report released to Congress, identified savings of \$248 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 Sept. 30, 1987, discloses that 995 audit reports were issued for this period which questioned \$43 million in costs on contracts and grants, and made recommendations on improving the internal operations of the Department with potential dollar benefits of \$289 million. Efforts are in progress to seek recoveries and to make more effective use of resources which will account for \$200 million from current reports and \$48 million from prior period reports, for a projected savings of \$248 million.

Investigations by the OIG resulted in 35 convictions; 52 indictments; \$15 million in fines, court-ordered restitutions, administrative recoveries and cost avoidance; 11 suspensions and debarments; 46 other administrative actions; and 21 years in jail sentences. The OIG's contract bid rigging investigations are now active in 17 states.

The report also included a special summary describing the new concepts and techniques being used by DOT Inspector General auditors in performing reviews of Departmental operations and programs. To illustrate, the OIG shifted its audit emphasis to coordinated evaluations of entire DOT programs, and established a program of protective audits to further broaden the audit coverage of DOT operations. Innovative audit techniques and methodologies have evolved in order to provide up-to-date, meaningful service to management.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Wednesday, December 2, 1987

DOT 94-87
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MONTHLY DOT REPORT SHOWS DECLINE IN DELAYS, BAGGAGE PROBLEMS, COMPLAINTS AND OVERSALES

The monthly Air Travel Consumer Report released today by the Department of Transportation shows that service problems in the airline industry declined in four categories.

Improvement was reported in the number of flight delays, baggage problems, oversales and consumer complaints, the Department said.

The 14 largest U.S. air carriers, responding to the Department's airline performance disclosure rule issued last September, reported that, excluding mechanical delays, 80.3 percent of their flights operated on time during October. In September, 77 percent arrived on time.

Mishandled baggage reports filed by passengers against the carriers also dropped in October, averaging 6.94 reports per 1,000 passengers compared to the 7.91 rate recorded in September.

Meanwhile, consumer complaints against the industry, continuing their downward turn, fell for the third straight month. Complaints in November totaled 2,939, more than an 18 percent decline from the month of October, when the Department counted 3,606 complaints.

The number of passengers denied boarding (bumped) involuntarily for the first nine months of 1987 was down to a 4.39 rate per 10,000 boardings compared to 4.61 for the same period in 1986. The number also was down for the third quarter of the year to 3.63, compared to a 4.46 rate for the July-September period in 1986.

The DOT disclosure rule requires the carriers to file monthly reports on flight delays and mishandled baggage to help consumers make more informed choices among competing carriers. The Consumer Report summarizes the on-time performance for all domestic flights of the 14 carriers. While they are required to submit information only on flights to and from the 27 largest airports, the carriers voluntarily provided more comprehensive information on all of their connecting flights, which included more than 400,000 flight operations.

DOT, which logs complaints by telephone and mail, said November complaints were almost 60 percent below the month of August, when total complaints reached 7,280, the high for the year.

The Department attributed part of the decline to increased industry-wide attention to consumer complaints on the quality of service provided by the airlines, as well as DOT initiatives over the last several months to deal with the problem, including the new disclosure rule.

The report shows that complaints related to flight problems, the category which accounts for the largest percentage of all consumer complaints, declined in November to 1,286, compared to 1,629 in October.

The section of the report that deals with mishandled baggage shows the total number of reports filed by passengers with the individual carriers and the rate of such reports per 1,000 passengers. Because of variations among carriers' baggage complaint reporting systems, DOT cautioned against making comparisons among different carriers, which can be misleading. The Department said, however, that it has taken steps to assure that information on baggage will be available on a uniform, comparable basis beginning with data collected for the month of December.

The Department noted that beginning by the end of this month, the carriers must provide an on-time performance indicator for each flight to be displayed on computerized reservation system (CRS) screens used by travel and airline ticket agents to book passengers on flights. The carriers will assign each covered flight with a single-digit code indicating the percentage of flights that arrived on time (within 15 minutes of the scheduled arrival time) during the previous month. For example, the number "8" would mean that the flight arrived on time between 80 and 89.9 percent of the time.

While providing a summary of flight data in its monthly report, which is available to the public, DOT cannot provide individual consumers specific flight-by-flight data. However, individual carriers, when asked, are required to give consumers information for specific flights.

A file consisting of more than 900 computer printout pages covering 20,000 flights is available for inspection in Room 4201 of the DOT headquarters building at 400 Seventh St., SW, Washington, D.C. For those interested in obtaining all the flight information, computer tapes (\$150 per tape reel) and a complete computer printout (\$100 per copy) will be available starting Dec. 3 through the Department's Transportation Systems Center in Cambridge, Mass.

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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 THURSDAY
December 3, 1987

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DOT FINDS NEW YORK TANK TRUCK RULES INCONSISTENT WITH FEDERAL LAW

New York City's rules governing tank trucks used to carry flammable liquids and gases have been found inconsistent with federal law, under a ruling issued today by DOT's Research and Special Programs Administration (RSPA).

Alan I. Roberts, director of RSPA's Office of Hazardous Materials Transportation, determined that the city's rules conflict with an area of exclusive federal jurisdiction. Under the Hazardous Materials Transportation Act, DOT has total responsibility for issuing requirements for cargo containment systems, equipment, and related requirements such as brake and tire standards.

In a so-called inconsistency ruling, Roberts found that the city's rules banning the use of most tank trucks used to carry flammable materials such as gasoline and heating oil would detract from compliance with federal regulations. The ruling also found the city's rules cause transportation delays, extra trips and additional transfer of hazardous cargoes.

The New York City regulations include engine fuel tank capacity restrictions, driver certification tests, detailed truck chassis specifications, require city-approved unloading methods, and prohibit the use of semi-trailers to haul flammable liquids in the city.

In April, the National Tank Truck Carriers Inc. and the American Trucking Associations applied to DOT for a ruling on the New York City rules. The applicants contend the rules effectively ban from New York the vast majority of vehicles that transport hazardous materials, compel the transfer of such shipments to specialized trucks meeting special requirements at the city's borders, and create risks of spillage, accidents and delays.

(more)

The applicants intend to introduce the DOT ruling in pending litigation challenging the New York regulations.

The ruling found that virtually all provisions of the city's rules result in serious delays and diversions of hazardous materials, regulate areas RSPA has defined as exclusively federal, and create obstacles to the execution of federal laws and are preempted by federal law.

The city asserted its regulations are reasonable safety measures justified by its unique combination of conditions in a dense urban environment and that its non-uniform rules can meet Congress' safety objective.

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

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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, December 3, 1987

DOT 96-87
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Elaine Matrigali
Tel.: (202) 366-5571

JIM BURNLEY SWORN IN AS NEW DOT SECRETARY

At a ceremony hosted by President Reagan, Jim Burnley was sworn in today as the ninth Secretary of Transportation. The oath of office was administered by Judge Kenneth Starr at the White House.

President Reagan nominated Burnley for the number one post at the Department on Nov. 2, 1987, shortly after Secretary Elizabeth Dole resigned the position, and he has been Acting Secretary since that time.

President Reagan praised the new Secretary, saying "Jim, throughout your life you've demonstrated a dedication to the life of the nation, and to the ideas for which America stands. This is a duty for which you are fully prepared and an honor that you fully deserve."

Secretary Burnley thanked the President noting that "America's economy and its ability to compete in world markets depends on a dynamic and growing transportation industry. I recognize the tremendous challenge before me to continue your Administration's efforts to be sure that government is not impeding such growth, while at the same time continuing to provide the traveling public with the safest transportation system possible."

Following the White House ceremony, the new Secretary visited the three headquarters buildings and addressed Departmental employees. He invited all to "rededicate yourselves to working with me to continue to give the American people the kind of transportation system they expect and deserve."

In remarks to FAA employees, Burnley stated that he intends to work closely with the Administration, the Congress and Administrator McArtor to ensure the Department continues to expand the number of air traffic controllers and aviation safety inspectors as well as full funding for the National Airspace System Plan. He also said that the time is ripe to review the fundamental aspects about the federal government's role in aviation.

Burnley was sworn in as Deputy Secretary of the Department on Nov. 22, 1983. Prior to that, he served as DOT's General Counsel.

Secretary Burnley came to the Department of Transportation in early 1983 from the Department of Justice, where he was an Associate Deputy Attorney General. Prior to joining the Department of Justice in 1982, he worked as Director of the Volunteers in Service to America (VISTA) program.

Burnley, 39, was a partner in a law firm in Greensboro, N.C., before assuming the position of director of Vista in 1981.

He is a magna cum laude graduate of Yale University and holds a J.D. degree from Harvard Law School. Burnley has also been active in the American Arbitration Association and is certified as a commercial arbitrator.

Secretary Burnley is married to the former Jane Nady. They have two children, a son, Jay, and daughter, Anne.

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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, December 3, 1987

DOT 97-87
Contact: Dale Petroskey
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DAWSON SWORN IN AS DOT DEPUTY SECRETARY

Secretary of Transportation Jim Burnley today swore in Mimi Weyforth Dawson as Deputy Secretary of Transportation.

"The Department and I are extremely fortunate to have Mimi join us. She has spent her entire career working on major public policy issues, including transportation issues during her service on Capitol Hill. She also has a well-deserved reputation as an effective manager," Secretary Burnley said.

As Deputy Secretary, Dawson will assist in carrying out management and policy responsibilities for all modes of transportation in an organization that employs over 100,000 people and has a budget of \$26.5 billion.

On July 6, 1981, Dawson was appointed to the Federal Communications Commission (FCC). Prior to her appointment to the FCC, Dawson served as Chief of Staff to Senator Bob Packwood. In that position, she coordinated and directed the activities of the Senator's Washington and Oregon Senate offices, and the Senate Commerce Committee, as well as the National Republican Senatorial Committee and the Senate Republican Conference Committee.

Dawson came to Washington in 1969 as a legislative assistant to Missouri Congressman James Symington. Before joining Packwood in 1973, she worked for several members of the Missouri delegation.

Dawson, a native of St. Louis, Mo., received her B.A. in government from Washington University in 1966. She is married to Rhett B. Dawson and they have one daughter, Elizabeth.

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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
December 9, 1987

DOT 98-87
Contact: Dale Petroskey
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Ed O'Hara
Tel.: (202) 366-5571

NEW EMERGENCY RESPONSE GUIDE ISSUED ON HAZARDOUS SPILLS

A new edition of DOT's most widely distributed publication, a guidebook that tells police and fire personnel what steps to take in the first critical minutes after a hazardous materials transportation accident, will be distributed starting this month.

A record 900,000 copies of the 1987 Emergency Response Guidebook have been printed. Most of these will be shipped to the states for distribution to state and local police, sheriffs' departments, fire departments, emergency medical services and emergency management agencies. They are intended for use by persons operating fire, police and rescue vehicles.

Administrator Cindy Douglass of DOT's Research and Special Programs Administration said "The new guidebook provides information on new chemical products and improved advice on the most important safety measures that should be taken after incidents involving certain hazardous materials.

"This guidebook improves the ability of emergency response personnel to determine quickly what hazard may exist and to take steps to protect people and property," she said. "Our goal is to put the guidebook in every police, fire and rescue squad vehicle in the country."

The guidebook is designed to enable persons unfamiliar with chemical names to identify a hazardous material from a four-digit number displayed on a vehicle or shipping paper and determine what safety measures should be taken.

Since 1980, more than 1.5 million copies of the 1980 and 1984 editions have been distributed by DOT. Commercial operators distributed another one million copies for use by industry.

(more)

The Emergency Response Guidebook has been translated, printed and distributed by Mexico, Sweden and Japan. Saudi Arabia is now translating it into Arabic.

Under DOT regulations, when a vehicle carries a hazardous material, a four-digit number identifying the material being shipped must be displayed on orange panels or on the placards that are required on tank trucks, rail tank cars and portable tanks carried on vehicles.

The new guidebook lists 1,600 hazardous chemicals and chemical groups by name in alphabetical order as well as by four-digit ID number. For example, the number for acetone is 1090, and the acetone entry refers the reader to "Guide 26" which describes the fire, explosion and health hazards of that substance and prescribes initial emergency steps in case there is a spill.

If emergency personnel need more detailed information, or if a chemical cannot be identified in the guidebook, they are advised to call CHEMTREC -- the emergency center operated by the Chemical Manufacturers Assn. CHEMTREC'S toll-free phone number, (800) 424-9300, is listed on those pages of the guidebook which describe emergency measures that should be taken to protect people and property.

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News:

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

FOR RELEASE FRIDAY
December 11, 1987

DOT 99-87
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DOT APPROVES AIRLINE TALKS TO DEAL WITH RUNWAY CLOSING AT LOS ANGELES AIRPORT

The Department of Transportation said today it has decided to grant antitrust immunity to those airlines that serve Los Angeles International Airport so that they can discuss scheduling adjustments aimed at reducing delays likely to occur because of the temporary closing of a major runway at the airport next month.

The Department said conditions imposed on the discussions will prevent any anticompetitive effects and the talks will be monitored by the Federal Aviation Administration and be open to the public.

The discussions are scheduled to begin on Tuesday, Dec. 15 in Crystal City, Va. The Department's action is in response to an application filed Dec. 4 by American Airlines asking for the discussions on schedule adjustments to cope with the closing of Runway 24L/6R. Construction will begin in January and is expected to last four to six months.

The discussions will concern the voluntary shifting of flights to reduce delays --not the imposition of capacity limits. No discussion of rates, fares, or service in individual city-pair markets will be permitted. The discussions are completely voluntary, and no carrier will be bound by any agreement reached at the discussions unless it chooses to be.

The Department said the closing of the runway is virtually certain to create substantial delays, despite actions taken by the FAA to offset the closing's effects on the airport's capacity, unless the carriers shift flights out of the peak hours at the airport. Some of the measures FAA will take to improve capacity include the use of multiple departure routes out of the Los Angeles airport and the use of two runways for arrivals. The FAA also will add another ground controller to the airport tower; will encourage military aircraft to use other airports; and will expect non-scheduled operations, such as charter flights and general aviation, to use a reservations system, which will place this traffic in less congested periods.

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The FAA estimates that 650 flights would be delayed each day by an average of 41 minutes if no action were taken to offset the runway's closing. FAA's actions will reduce the number of delayed flights on days when the weather is good to 500, with an average delay of about 20 minutes. The agency notes, however, that if carriers would agree to shift flights out of peak hours, the number of daily flights delayed could be reduced to about 250, with the delays ranging from one to 14 minutes.

The Department said four carriers, America West, Delta, TWA and United, and the USAir Group, on behalf of USAir, Piedmont and Pacific Southwest, filed comments on American's application. Only Delta opposed the discussions but the Department believes that Delta has not sufficiently shown why the application should be denied. The Department of Justice filed comments expressing reservations, but did not oppose the application.

The Department noted that advance notice of any meeting is required to be given to all carriers serving the Los Angeles International Airport, the Department, the FAA, the Department of Justice and the Federal Trade Commission three calendar days prior to any meeting. Any agreement reached must be submitted to the Department for approval and must be approved before implementation.

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News:

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

FOR RELEASE THURSDAY
December 17, 1987

DOT 100-87
Contact: Wendy DeMocker
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Bob Marx
202/366-5580

BURNLEY ORDERS NEW AIRPORT SECURITY PROCEDURES

In a move to tighten aviation security, Transportation Secretary Jim Burnley today ordered the Federal Aviation Administration to require airport and airline employees to undergo full security screening at airport security check points.

Secretary Burnley stated that, "The stricter requirement means that all airline employees, including flight crews, will no longer be able to bypass the security screening system by showing an employee ID card."

Federal Aviation Administrator Allan McArtor said, "we expect full cooperation from the airlines and airport authorities. The new requirement reflects our continuing commitment to improve aviation security and safety."

The decision to require full screening of the employees was made following a review of employee ID practices and procedures that was ordered by Secretary Burnley.

The Secretary also said that the Department is considering regulatory action to require airlines and airports to install computer-enhanced ID systems that will provide tighter control over ID cards, who has them, and where the employees can and cannot go in the airport.

Secretary Burnley's action follows on a series of steps undertaken in response to recommendations by the Secretary's Safety Review Task Force to tighten airport security.

The recommendations, all of which were adopted by former Secretary of Transportation Elizabeth Dole, included more frequent and effective tests of screening personnel, enforcement actions for any failure by screeners to detect test objects, 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. Other recommendations adopted last year included steps to limit the number of people allowed to bypass passenger screening and requiring that they be subject to stricter identity checks, and that tighter control be exercised over points of access between public and aircraft operations areas.

The new order becomes effective December 21 and will apply to the operations of all U.S. and foreign airlines at airports in this country providing service to the United States. The airlines, the airports, and other affected parties are being advised of the new requirement today.

In a related action, the Department announced that it will require additional security screening of checked baggage on all international flights operating from the United States. The airlines must have procedures in place to ensure that no checked baggage is loaded on the airplane unless the owner of that bag also boards the plane.

The new requirement becomes effective December 19. The FAA has required such security screening on selected international flights since the summer of 1985. At the same time it banned curbside check-in of luggage for international flights.

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News:

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

FOR IMMEDIATE RELEASE
Tuesday, December 22, 1987

DOT 101-87
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FLIGHT ON-TIME PERFORMANCE AVAILABLE TODAY FROM AIRLINE AND TRAVEL TICKET AGENTS

Secretary of Transportation Jim Burnley announced that beginning today, consumers will be able to obtain on-time performance information for specific flights by calling their airline ticket offices or travel agents.

The 14 largest U.S. air carriers, responding to the Department's airline performance disclosure rule, will provide an on-time performance code for domestic flights displayed on computerized reservation system (CRS) screens used by travel and airline ticket agents to book passengers on flights.

Burnley said, "Before today, consumers booking an airline ticket through their travel agent might have been given a choice of several flights during a particular time period and a range of fares -- that's one of the benefits of economic deregulation. Now, in addition to these choices, consumers can find out which of those flights is most likely to get them there on time. Airline travel is no different from any other product or service on the market," continued Burnley. "Knowledgeable consumers are the best guarantors of responsive, reliable service."

The carriers will assign each flight a single-digit code indicating the percentage of flight operations that arrived on time -- within 15 minutes of the scheduled arrival time -- during the previous month. For example, the number "8" indicates that the specified flight arrived on time between 80 and 89.9 percent of the time. The code will be updated monthly.

The availability of on-time performance data on CRS screens marks the second major source of information on scheduling provided to directly assist the consumer. Since October, the Department has been issuing a monthly report summarizing the on-time performance for all non-stop domestic routes served by the nation's 14 largest airlines. While the disclosure rule requires the carriers to submit information only on flights to and from the 27 largest airports, they have voluntarily provided information on all of their connecting flights, which generally includes more than 400,000 flight operations per month.

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The DOT rule also requires the carriers to file monthly data on mishandled baggage for inclusion in DOT's monthly consumer report. The Department has worked with the carriers to improve the reporting system to ensure that baggage information will be available on a uniform, comparable basis.

The Department's publicly available monthly reports summarize flight data but the Department cannot provide individual consumers with specific flight-by-flight data. Starting today, however, the 14 individual carriers and travel agents will be able to give consumers information for specific flights.

Because the data is being made available at the height of the holiday travel season, and very large numbers of consumers, flights, airlines and travel agents are involved, Burnley cautioned that there may be a short transition period while everyone involved becomes accustomed to the availability of this information.

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News:

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

FOR RELEASE WEDNESDAY
December 23, 1987

DOT 102-87

Contact: Catherine Bedell
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Bob Marx
366-5580

BURNLEY ANNOUNCES AIRPORT SAFETY REVIEW

Secretary of Transportation Jim Burnley announced today that the Federal Aviation Administration will conduct a series of security inspections at 16 major airports, starting next month.

Burnley said the special inspections, "will focus on high-volume airports as well as the air carriers that operate at those airports to determine if security initiatives have been implemented and to evaluate the overall effectiveness of the Civil Aviation Security Program."

FAA Administrator Allan McArtor said that the FAA will conduct a collateral review of electronically operated gates at airports to determine how effective they are in denying entry to unauthorized people and vehicles to sensitive areas.

Inspections at the 16 airports are expected to continue throughout 1988.

McArtor also noted that the FAA has ordered the airlines to discontinue the practice of busing dependents of flight and cabin crews directly to the aircrafts or to a door beyond the security screening point.

In the future, he continued, the buses will have to drop them off short of the screening point and they will have to go through the screening point like passengers and other airline employees.

Effective December 21, the FAA required all airline employees who formerly bypassed the screening points by showing airline ID cards to be screened at checkpoints.

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News:

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

FOR IMMEDIATE RELEASE
Wednesday, December 23, 1987

DOT 103-87
Contact: Catherine Bedell
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Contact: Tom Simpson
Tel.: (202) 366-0881

FRA SALE OF LOAN ASSETS NETS GOVERNMENT \$84 MILLION

Secretary of Transportation Jim Burnley announced today that the Federal Railroad Administration (FRA) had reached an agreement with the Illinois Central Gulf (ICG) Railroad for the sale of a series of preference share loans that will net the U.S. Treasury \$84 million.

"This agreement marks a significant first step toward the privatization of FRA's loan portfolio. The transaction will contribute \$84 million to deficit reduction and will reduce the time demands of portfolio management on FRA personnel," said the Secretary.

Over a period of years FRA extended \$152.53 million in loans to the ICG Railroad. These 30-year low interest loans, made in the late 1970's, were granted in accordance with of the Rail Revitalization and Regulatory Reform Act of 1976. The loans were used to rehabilitate ICG's main line from Chicago to New Orleans.

FRA and ICG negotiators agreed to the settlement based on the current market value of the loans and the risk factors involving both parties.

Federal Railroad Administrator John H. Riley said "FRA's goal throughout the negotiating process was to return to the government the maximum value of the loans. Considering market conditions, I am extremely pleased with the settlement figure, which exceeds the net present value of the paper. FRA will vigorously pursue opportunities to privatize the remainder of our loan portfolio." Riley also noted that under provisions of the recently enacted Continuing Resolution, future sales will be subject to preclearance by the House and Senate Appropriations Committees.

Excluding the ICG loans, FRA currently has over \$400 million in additional low interest 505 loans outstanding.

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Office of the Assistant Secretary for Public Affairs
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FOR IMMEDIATE RELEASE
Friday, December 24, 1987

DOT 104-87
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SECRETARY BURNLEY ANNOUNCES
APPOINTMENT OF MATTHEW M. WIRGAU
AS UMTA DEPUTY ADMINISTRATOR

Secretary of Transportation Jim Burnley today announced the appointment of Matthew M. Wirgau as Deputy Administrator of the Urban Mass Transportation Administration (UMTA).

Burnley said, "The experience Matt has gained in transportation during the past four years as a member of my staff has given him a thorough understanding of the issues faced today by mass transit. He understands the goals of the President's administration and I am pleased that he will continue to be a part of my team."

UMTA Administrator Alfred A. DelliBovi joined Secretary Burnley in welcoming Wirgau to UMTA's top executive team. "Matt's broad-based knowledge of transportation in this country will be extremely helpful to UMTA. I am confident that his leadership and management abilities will be valuable assets."

DelliBovi noted that the UMTA program is national in scope with both urban and non-urban elements. "Matt's tremendous interest in the problems of rural transportation will give special emphasis to their resolution," he said.

Wirgau, 35, joined the Department of Transportation in 1983 and has served as its White House liaison on personnel matters since 1985. He grew up in Rogers City, Michigan, and earned his Bachelor of Science degree in accountancy in 1974 from Ferris State University. In 1986, he was awarded a Masters of Business Administration degree from the George Washington University.

Wirgau came to the Reagan Administration with an extensive background in both the public and private sectors, beginning with his work on the staff of the Michigan State Senate in 1974. He worked four years on the national staff of the Republican National Committee and on Capitol Hill as an administrative assistant to a congressman. He has also been a self-employed management and public policy consultant and political campaign manager.

Wirgau is married to the former Peggy Ziegler of Saginaw, Michigan. The couple and their son reside in Fairfax, Virginia.

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