



U.S. Department of
Transportation

News:

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

FOR RELEASE WEDNESDAY
January 6, 1988

DOT 01-88
Contact: Catherine Bedell
Tel.: (202) 366-4570
Suzette Paes
Tel.: (202) 366-4461

ECONOMIDES NAMED DEPUTY IN HAZARDOUS MATERIALS OFFICE

Cindy Douglass, administrator of the Research and Special Programs Administration (RSPA), announced today that Elaine Economides, who has held several key positions in the hazardous materials transportation safety program, has been appointed Deputy Director of the Office of Hazardous Materials Transportation.

Since September 1986, Economides has coordinated the Department's activities with international organizations that develop standards for the safe transport of hazardous materials.

Douglass said that Economides, in her new position, will provide Director Alan I. Roberts with support in policy development, federal outreach and interagency liaison, as well as administrative functions.

Economides has been with the Department's hazardous materials safety program since 1979. From 1979 to 1982, she was executive officer of the Materials Transportation Bureau, the DOT agency that was then responsible for the safe transportation of hazardous materials in all modes. From 1982 to 1986, she worked as an attorney in the RSPA chief counsel's office. She became the agency's principal attorney and spokesperson on legal conflicts arising from domestic and international transport of radioactive materials.

In her most recent position, she represented DOT at meetings of such groups as the United Nations Committee of Experts on the Transport of Dangerous Goods and the Dangerous Goods Panel of the International Civil Aviation Organization.

A native of Dover, N.H., Economides received a bachelor's degree in international relations from the University of New Hampshire in 1970. She later did postgraduate study in foreign policy at the London School of Economics. She holds a Juris Doctor degree from the Suffolk University Law School in Boston and is a member of the Massachusetts bar.



U.S. Department of
Transportation

News:

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

FOR RELEASE WEDNESDAY
January 6, 1988

DOT 02-88
Contact: Catherine Bedell
Tel.: (202) 366-4531
Hal Paris
Tel.: (202) 366-5571

DOT RELEASES MONTHLY AIR TRAVEL CONSUMER REPORT

The Department of Transportation today released its monthly Air Travel Consumer Report which provides information on flight delays and baggage problems in November, the number of oversales for the first nine months of 1987, and consumer complaints for December and for the 12-month period in 1987.

The 14 largest U.S. air carriers, responding to the Department's airline performance disclosure rule issued last September, reported that excluding mechanical delays, 76 percent of their flights operated on time during November, compared to 80.3 percent in October. Also in November, mishandled baggage reports filed by passengers against the carriers averaged 7.88 reports per 1,000 passengers, compared to 6.94 in October.

"While poor weather may have affected the overall on-time performance during November, I am concerned about the increase in delays from the previous month and will continue to closely monitor airline performance records to see where improvements still need to be made," Secretary of Transportation Jim Burnley said.

Meanwhile, consumer complaints against the industry received by DOT totaled 3,125 in the month of December and 44,845 for calendar year 1987. Complaints against the industry in November totaled 2,939. The Department said that historically, consumer complaints increase in December over November. In the last three years, for example, complaints have increased in December over November by an average of 14.4 percent. However, the increase in December 1987 over November is 6.3 percent.

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 to and from the 27 largest airports, but the carriers voluntarily provide more comprehensive information on all of their connecting flights, which includes more than 400,000 flight operations.

-more-

The Department noted that consumers, since the week of Christmas, have been able to obtain on-time performance information for specific flights by calling airline ticket offices or their travel agents. The carriers have assigned 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. Each flight and code are displayed on computerized reservation system (CRS) screens used by travel and airline ticket agents.

The Department also noted that starting with next month's report on mishandled baggage, the carriers will improve their reporting systems to ensure that baggage information is available on a uniform, comparable basis.

While providing a summary of flight data in its monthly report, the Department also maintains a file covering more than 20,000 flights which is available for inspection in Room 4201 of the DOT headquarters building at 400 Seventh Street, S.W., 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) are available from the Department's Transportation Systems Center in Cambridge, Mass.

###

**U.S. Department of
Transportation**
Office of the Secretary
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Department of
Transportation
DOT 518





U.S. Department of
Transportation

News:

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

FOR RELEASE FRIDAY
January 15, 1988

DOT 03-88
Contact: Wendy DeMocker
Tel.: (202) 366-0237
Elaine Matrigali
Tel.: (202) 366-5571

BURNLEY APPOINTS HASELTINE AS DOT CHIEF OF STAFF

Secretary of Transportation Jim Burnley today appointed Philip W. Haseltine to the position of Chief of Staff at the Department of Transportation.

Secretary Burnley said, "Phil is not a newcomer to the Department or to transportation issues. The expertise he brings to the position will be of great value to the Department, and I am pleased that he's accepted the challenge."

Prior to being named Chief of Staff, Haseltine served nearly four years as Deputy Assistant Secretary for Policy and International Affairs. In that capacity, his responsibilities focused on issues relating to safety, aviation and maritime security, economic deregulation of transportation industries and international transportation issues, especially with Canada and Mexico.

Haseltine came to the Department in 1983 from Michigan where he was Executive Director of the Michigan Office of Highway Safety Planning. He also served as highway safety advisor to the Governor of Michigan. Between 1970 and 1979, he held several other posts in state government, all of which were transportation related.

A native of Detroit, Haseltine is a graduate of Michigan State University where he received a bachelor's degree in economics and did graduate work in community resource development and environmental law.

###



U.S. Department of
Transportation

News:

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

FOR RELEASE TUESDAY
January 19, 1988

DOT 04-88
Contact: Catherine Bedell
Tel.: (202) 366-4531
Bill Mosley
Tel.: (202) 366-5580

DOT WARNS CONSUMERS ON SUPER BOWL AIR TRAVEL

The Department of Transportation today warned air travelers heading for Super Bowl XXII that not all advertised tour packages include a ticket to the Jan. 31 game in San Diego.

The Department's Office of Intergovernmental and Consumer Affairs reminds consumers that if a game ticket is not specifically mentioned in the advertising or listed as a tour feature, it probably is not included.

In the past, there have been advertisements for Super Bowl travel packages that did not appear to include game tickets. If an advertisement does not make it clear whether a game ticket is included, air travelers should ask about it. If tour officials say the ticket is included, consumers should require at the time of purchase that the actual game ticket be presented or a written confirmation provided.

Under DOT consumer protection rules, a tour operator marketing a Super Bowl air tour that includes game tickets must have the tickets in hand or a written contract for them before it does any advertising.

Before putting money down, consumers are advised to:

- o Read the advertisement or tour brochure carefully.
- o Consider paying by credit card, which provides some protection under fair credit practice laws.

Super Bowl packages involving charter flights carry additional consumer protections:

- o If the charter tour is supposed to include a game ticket and you do not receive one, you are entitled to a refund of the entire package price when you return.

-more-

- o If there is a change in the origin or destination city, a change in the departure or return date, substitution of a hotel not named in the brochure, or a price increase of more than 10 percent, you may cancel and receive a full refund.
- o Beginning 10 days before departure, no price increases are permitted and the charter may not be cancelled except for causes that make it physically impossible to operate.
- o You are entitled to see, and should ask for a copy of, a detailed "operator/participant contract."

Both scheduled and charter flights have check-in time limits. DOT advises passengers to consult their travel agents or airline for check-in deadlines and arrive well before that time.

#

**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Department of
Transportation
DOT 518





U.S. Department of
Transportation

News:

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

139.42

FOR IMMEDIATE RELEASE
Wednesday, January 20, 1988

FRA 01-88
Contact: Angela Sullivan
Tel.: (202) 366-0881

FRA ISSUES FINAL STANDARDS FOR TRAIN SAFETY DEVICES

Secretary of Transportation Jim Burnley has issued final performance standards for the automatic train control (ATC) devices that are to be installed on all trains operating in the Northeast Corridor between Washington, D.C. and Boston. These safety devices will automatically stop a train if an engineer fails to obey signals ordering the train to slow or stop.

"The first Automatic Train Control devices on the Northeast Corridor freight trains will begin appearing in a matter of months," said Secretary Burnley. "And the Northeast Corridor--which is already the safest and most modern rail corridor in the nation--will grow progressively safer with the installation of each device."

All carriers operating in the Northeast Corridor must place their orders for ATC equipment within the next 30 days. Installation must begin immediately upon receipt of the equipment and be completed no later than July 1, 1990. The Federal Railroad Administration (FRA) has retained jurisdiction over the installation schedule so it can accelerate that schedule if production time of the ATC equipment permits it to do so.

"We have subjected the ATC design to months of simulations, and are confident that the equipment will work as safely and effectively in the freight environment as the conventional equipment now works in the passenger environment," said Federal Railroad Administrator John H. Riley. "Arguments raised by several freight railroads that ATC cannot be safely used in a freight environment are simply wrong, and we have no intention of delaying the target dates for installation."

All Amtrak passenger locomotives are currently equipped with ATC devices. However, many freight and commuter locomotives operating in the Northeast Corridor are not ATC equipped.

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. If a train operator does not comply with a more restrictive signal indication (signal to slow down), the train's brakes will be applied automatically.

###



U.S. Department of
Transportation

MISCELLANEOUS - UNNUMBERED NOTICES

News:

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

Contact: Catherine Bedell
Tel.: (202) 366-4531
Hal Paris
Tel.: (202) 366-5571

THE FOLLOWING JOINT STATEMENT WAS RELEASED TODAY
AFTER TWO DAYS OF DISCUSSIONS ON
TRANSPORTATION BETWEEN DELEGATES FROM THE
SOVIET UNION AND THE UNITED STATES
January 21, 1988

Delegations of experts from the Soviet Union and the United States met in Washington, D.C., on January 19-20, 1988, for exploratory discussions on cooperation in the field of transportation. Noting the call by President Reagan and General Secretary Gorbachev at the recent Washington Summit for intensified efforts to reach mutually advantageous agreements in areas such as transportation, the delegations exchanged ideas about potential cooperation in civil aviation, highway and traffic safety programs, highway bridge construction and railroad safety. They also agreed to review the ideas presented and continue their discussions at the earliest possible opportunity.

The U.S. Delegation, under the direction of Matthew V. Scocozza, Assistant Secretary for Policy and International Affairs of the Department of Transportation, was led by Dr. Voyce J. Mack, the Department's Deputy Director of the Office of International Transportation and Trade, and included representatives from the Federal Aviation Administration, the National Transportation Safety Board, the Federal Railroad Administration, the Federal Highway Administration, the National Highway Traffic Safety Administration and the Department of State. The Soviet Delegation was led by Mr. Nikolai I. Shinkarev, Chief of the Transport Division of the State Committee on Science and Technology, and included specialists from the Ministry of Civil Aviation and the Ministry of Internal Affairs which has broad responsibilities in the areas of highway traffic control and traffic safety law enforcement. Mr. Shinkarev led the discussions on the Soviet side in the areas of rail and highway (bridge) construction and inspection.

The heads of the delegations agreed at the conclusion of the talks that the technical discussions were productive and that potential for mutually beneficial cooperation exists in the field of transportation between our two countries.

###



U.S. Department of
Transportation

News:

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

FOR RELEASE MONDAY
January 25, 1988

DOT 05-88
Contact: Wendy DeMocker
Tel.: (202) 366-0237
Ed O'Hara
Tel.: (202) 366-5571

BURNLEY CREATES NEW SAFETY OFFICE

Secretary of Transportation Jim Burnley today announced that he is creating a permanent office of safety within the Department of Transportation which will conduct continuous in-depth reviews of transportation safety issues.

"For several years, the Department has had a safety review task force which has operated successfully as an ad hoc group," Burnley said. "I believe it is now time to establish a permanent office so that safety issues will continue to get the priority treatment they deserve."

"The Safety Review Task Force, through its recommendations, has helped to bring about major safety improvements in virtually every mode of transportation," the Secretary said.

The Safety Review Task Force was established in 1983 by Secretary Elizabeth Dole to study DOT's operating administrations and make recommendations to further improve transportation safety.

The new Office of Safety Program Review, will conduct independent in-depth reviews of the effectiveness of safety programs. It will review how well previous recommendations have been implemented by DOT administrations and serve as a focal point for directing special safety initiatives by the Secretary.

In 1986-87, the task force conducted a five-part review of domestic aviation security policies and practices and issued a series of recommendations which were implemented by FAA. The recommendations adopted included more frequent and effective tests of airport 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, more stringent requirements for the use and maintenance of gates and airport perimeter fencing, and better procedures to prevent unauthorized access to aircraft.

-more-

As a result of the task force's recommendations and a "white glove" inspection of the nation's airlines, the Federal Aviation Administration developed a comprehensive nationwide surveillance plan for its inspectors requiring a minimum number of annual inspections of airlines and aircraft operations. After a review of truck safety, the task force's recommendations resulted in a doubling of the motor carrier safety inspection staff and a change in their role to focus more on the management and oversight of safety programs. The task force recommended a restructuring of the motor carrier safety program, a new approach to focus on identifying high risk and problem carriers and targeting them for strong enforcement action.

The task force has also made recommendations that have been implemented on railroad safety, highway traffic safety, hazardous materials transportation safety, and mass transit safety.

Secretary Burnley also announced the appointment of Carolina L. Mederos as Deputy Assistant Secretary for Safety, under the Assistant Secretary for Policy and International Affairs, and said the new Office of Safety Program Review will report to her. Since April 1985, she has been chairwoman of the Department's Safety Review Task Force.

"Carolina's thorough understanding of transportation safety issues makes her ideally suited for this position and a welcome addition to my management team," Burnley said.

While heading the task force, Mederos has been on detail from her regular assignment as Director of the Secretary's Office of Programs and Evaluation, a position in which she has served since 1981. She joined DOT in 1976 as a program analyst after five years in state government and the private sector.

In 1986, Mederos received the Department's highest civilian award, the Gold Medal, for her leadership of the task force. This year, she received the Presidential Rank Award for meritorious service.

She grew up in Winter Park, Fla. She holds a bachelor's degree in philosophy from Vanderbilt University and a master's degree in public policy from the University of Chicago.

###

**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Department of
Transportation
DOT 518





**U.S. Department of
Transportation**

News:

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

FOR RELEASE MONDAY
January 25, 1988

DOT 06-88
Contact: Catherine Bedell
Tel.: (202) 366-4570
Elaine Matrigali
Tel.: (202) 366-5571

BURNLEY ANNOUNCES NEW APPOINTMENTS AT DOT

Secretary of Transportation Jim Burnley today announced the appointments of eight Department employees to key positions at the Department of Transportation, including the selection of Melinda Sidak as Counselor.

Others receiving new appointments are Wendy DeMocker, Robert Collins, Gregory Dole, William FitzGerald Jr., Patrick Murphy, Amparo Bouchey, and Jane Greenleaf.

In announcing the appointments, Secretary Burnley said, "I have great confidence in the outstanding abilities of this team, and I am pleased to place them in positions of even greater responsibility."

Melinda Ledden Sidak joined the Department in July of 1985 as a Special Assistant to former Secretary of Transportation Elizabeth Dole. Prior to that, she served as a law clerk to the Honorable Edward Allen Tamm, United States Court of Appeals for the District of Columbia Circuit.

Wendy DeMocker was appointed Press Secretary for Burnley. She has an extensive background in Public Affairs, and prior to joining the Secretary's staff, headed the Public Affairs Office for the Federal Railroad Administration.

Burnley named Robert R. Collins Deputy Assistant Secretary for Administration. Since 1983, Collins has served as a Special Assistant to the Secretary and as the Department's Senior Competition Advocate. In that capacity, he reviewed and provided initial approval for all planned Departmental procurements. Collins has also served as an Executive Assistant to the Administrator of the Federal Railroad Administration (FRA) and was Chair of the FRA's Cost Avoidance, Reduction and Efficiency Committee.

- more -

Gregory S. Dole was appointed to the position of Deputy Assistant Secretary for Policy and International Affairs. Prior to this appointment, Dole served in the Department's Office of the Secretary as Associate General Counsel and as Chief Counsel in the Maritime Administration. As the Associate General Counsel, he assisted in the legal analysis for all legislative and regulatory proposals, and participated in decisions made by the Secretary, including airline mergers/acquisitions and the transfer of Conrail to the private sector. As Chief Counsel in the Maritime Administration, he provided the Administrator with legal analysis and advice on all issues affecting the agency's programs, including the Ready Reserve Fleet and the Title XI vessel loan guarantees.

William H. FitzGerald Jr., is the new Deputy Assistant Secretary for Budget and Programs. He joined the Department of Transportation in 1972 and has held several positions within the Department. Initially he served in the Office of the Secretary as a senior budget analyst for FAA programs, then as Director of Planning and Budget in the Federal Railroad Administration. He returned to the Office of the Secretary in 1980 as Deputy Director of Budget and then as Director of Budget until his present appointment.

Secretary Burnley also named Patrick V. Murphy Deputy Assistant Secretary for Policy and International Affairs. From September of 1986, Murphy was Director of Special Programs in that office. He coordinated all aviation responsibilities for the Policy Office both within and outside the organization. In addition, he reviewed and approved all aviation orders signed by the Assistant Secretary and ensured that all written decisions involving aviation mergers and international route cases were sound.

Amparo B. Bouchey comes to her new position as Special Assistant to the Secretary for Policy and Coordinator for Minority and Women Affairs with impressive credentials acquired as Director of the Office of Small and Disadvantaged Business Utilization at the Department. She was appointed to that post in June of 1985 and her primary responsibility was to provide policy direction for minority, women-owned, and small and disadvantaged business participation in the Department's procurement and federal financial assistance activities.

Jane Greenleaf was named Special Assistant to the Secretary. In that capacity, she will serve as the Department's White House Liaison on personnel matters. Greenleaf came to the Department in January of 1986 as a Staff Assistant to the Deputy Secretary. Prior to that, she was an Executive Assistant at Timmons and Co.

#####

**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Department of
Transportation
DOT 518





U.S. Department of
Transportation

News:

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

FOR RELEASE WEDNESDAY
February 3, 1988

DOT 07-88
Contact: Catherine Bedell
Tel.: (202) 366-4531
Hal Paris
Tel.: (202) 366-5571

DOT REACHES SETTLEMENT WITH UNITED AIR LINES ON COMPUTER RESERVATION SYSTEM COMPLAINTS

The Department of Transportation today announced a settlement with United Air Lines concerning complaints on international fares displayed in United's Apollo computer reservations system (CRS).

The agreement stems from complaints filed by Trans World Airlines and Aer Lingus in April 1987 alleging that Apollo's display of their international fares was incomplete and inaccurate.

The settlement, reached between DOT's Enforcement Office and United, calls for a civil penalty of \$45,000. United also agrees to a consent order, issued by the Department, to cease and desist from future violations of the Department's rule (Part 255) on carrier-owned computer reservations systems.

The rule is intended, in part, to ensure impartial treatment of the information of all airlines in carrier-owned computer reservations systems, so that travel agents may rely on those systems as an unbiased source of information in arranging air transportation for consumers.

In their complaints, TWA and Aer Lingus claimed, and the DOT investigation confirmed, that the inaccuracy in Apollo's displays largely resulted from the use of software and an international flight data base developed by British Airways.

The Department said United violated provisions of Part 255 that require each carrier that owns a computer reservations system to load into its CRS the fare information of participating airlines with the same care and timeliness that the carrier applies in handling its own fare data, and to arrange fare data in an unbiased manner.

DOT's Enforcement Office noted that once the complaints were filed, United took steps to first minimize, and finally eliminate, the bias inherent in the British Airways' software and data package, as used in Apollo.

United, the settlement order said, has been fully cooperative with the Department in the course of the investigation. The settlement order also finds that Apollo's international display is now in compliance with Part 255 and that both the timeliness and the bias problems have been fully corrected.

###



U.S. Department of
Transportation

News:

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

FOR RELEASE WEDNESDAY
February 3, 1988

DOT 08-88
Contact: George Kovatch
Tel.: (617) 494-2756

DOT AWARDS CONTRACTS FOR SMALL BUSINESS INNOVATION RESEARCH

Secretary of Transportation Jim Burnley today announced that the Department has awarded more than \$3.9 million in 1987 Small Business Innovation Research (SBIR) contracts for scientific and engineering proposals aimed at solving difficult transportation problems.

In announcing the awards, Burnley said, "The only constant in transportation in recent years has been the rate of rapid change, which requires innovative contributions from the private sector. The SBIR program is an effective way to provide opportunities to innovative small businesses, including minority and women-owned firms, that would otherwise not compete for DOT research and development programs. We are encouraged by the increased number of proposals received and hope to see the commercialization of research results developed from this program."

Ten companies selected for SBIR awards will receive up to \$300,000 each for research or R&D on their proposed technologies for a two-year period. An additional 26 contracts valued at up to \$50,000 each were awarded to 25 companies to carry out experimental or theoretical research over a six-month period. The research projects were selected from almost 400 proposals submitted by small businesses in response to the Department's solicitation earlier this year.

Some of the research to be performed will explore techniques to prevent fuel-fed fires that occur after aircraft crashes; an electronic bomb fuse detector to screen airline baggage and passengers for explosives; a computer voice recognition system for use in training air traffic controllers; an improved concrete coating system to increase corrosion resistance in steel bridges; a programmable defect simulator to test ultrasonic rail flaw detection systems for railroads; and development of inflatable structures for better side impact crash protection for front seat automobile passengers.

Companies awarded two-year contracts are:

Advanced Retro Technology, Inc., La Mesa, Calif.
Applied Technology Associates, Inc., Albuquerque, N.M.
Association Management and Consultation, Inc., Boulder, Mont.
Computer Technology Associates, Inc., Englewood, Colo.
DVP, Inc., Rockville, Md.

-more-

Flow Research Company, Kent, Wash.
Medical Microwave Research Corporation, Silver Spring, Md.
OPHIR Corporation, Lakewood, Colo.
Sigma Research, Inc., Redmond, Wash.
Technical Innovations, Cleveland, Ohio

Companies awarded six-month contracts are:

AccSys Technology, Inc., Pleasanton, Calif.
Advanced Decision Systems, Mountain View, Calif.
AKM Associates, San Mateo, Calif.
Astrophysics Research Corporation, Long Beach, Calif. (2 awards)
Dean P. Bell & Associates, Inc., New Orleans, La.
Beltran, Inc., Brooklyn, N.Y.
Jeffery A. Bloom and Associates, Silver Spring, Md.
Cityscope and Mobility Company, Bolivar, Pa.
Collision Safety Engineering, Inc., Orem, Utah
Gourary Associates, Inc., Montclair, N.J.
Hartley Associates, Inc., Buffalo, N.Y.
Household Data Services, Inc., Reston, Va.
Hughes Associates, Inc., Wheaton, Md.
HumRRO International, Inc., Alexandria, Va.
Indala Corporation, San Jose, Calif.
Lighting Sciences, Inc., Scottsdale, Ariz.
NTI, Inc., Dayton, Ohio
Quantum Design, Inc., San Diego, Calif.
Redmann & Associates, Simi Valley, Calif.
Reinhart & Associates, Inc., Austin, Texas
Sekar Enterprises, Woodland Hills, Calif.
Speech Systems, Inc., Tarzana, Calif.
TAU Corporation, Los Gatos, Calif.
Williams-Kuebelbeck & Associates, Inc., Washington, D.C.
UFA, Inc., Newton, Mass.

The SBIR program is a three-phase process. During Phase I, recipients conduct feasibility-related experimental or theoretical research or R&D efforts on transportation topics. The dollar value is limited to \$50,000, with a six-month period of performance. Phase II, the principal research effort, has a period of performance of approximately two years and contracts have been limited to \$300,000 in FY 1987. Phase III is to be conducted by the small business with funds other than SBIR in an effort to pursue commercial applications of R&D funded by the Department in phases I and II.

Any small business wishing to receive information on the list of 1987 awards or to be placed on the mailing list for the 1988 solicitation that will be issued in February of 1988, should write to: DOT SBIR Program Office, DTS-23, Transportation Systems Center, Kendall Square, Cambridge, Mass. 02142.

#####



U.S. Department of
Transportation

News:

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

FOR RELEASE FRIDAY
February 5, 1988

DOT 09-88

Contact: Catherine Bedell
Tel: (202)366-4570
Ann M. Linnertz
(202)366-5770

DOT ISSUES ENVIRONMENTAL ASSESSMENT OF COMMERCIAL LAUNCHES FROM VANDENBERG AIR FORCE BASE

The Department of Transportation said today that commercial rockets will have no significant impact upon California's environment when they are launched from Vandenberg Air Force Base (VAFB).

The finding is based on DOT's environmental assessment of Vandenberg Air Force Base and augments an earlier study -- Programmatic Assessment of Commercial Expendable Launch Vehicle Programs -- published in the Federal Register in 1986. Both assessments resulted in a DOT finding of no significant impact (FONSI). The National Environmental Policy Act of 1970 requires federal agencies to conduct such assessments when initiating major new programs.

The Vandenberg assessment was prepared as part of a cooperative arrangement with the Air Force, which has jurisdiction over Vandenberg, to remove barriers to private sector launch operations. This arrangement is in keeping with the President's policy to encourage and facilitate commercial launch activities by the U.S. private sector. Because the commercial sector will now be launching many of the payloads previously booked on government launch systems, the Department of Transportation expects only a slight increase in total launch volume at Vandenberg.

The Vandenberg study evaluated the impacts that existing launch vehicles, launch facilities and propellants, when used in commercial operations, would have upon the environment in and around VAFB. The review investigated their impacts upon air and water quality and plant and animal life. It also addressed industrial and sanitary wastewater discharge, hazardous waste and spill prevention, the effects of commercial launches upon the Pacific Coast, its effects on threatened or endangered species, and other related effects.

(more)

A finding of no significant impact was made because the launch vehicles most likely to be used for commercial operations -- the Scout, Delta, Atlas and Titan -- have been or are being used under government launch programs. As a result, these vehicles' environmental effects are known; their commercial use by the private sector is not expected to produce any measureable increase in existing effects.

New launch vehicles, new propellants, the development of new launch ranges, or the environmental effects of certain kinds of payloads in the event of an accident may require a supplemental assessment. The Department of Transportation's and the U.S. Air Force's current procedures require launch companies to submit additional data or prepare assessments to support launch proposals incorporating any such nonstandard elements.

The Vandenberg finding and the supporting assessment will be published in the February 5, 1988 Federal Register. They may be obtained by writing to the Office of Commercial Space Transportation, S-52, 400 Seventh Street, S.W., Room 10330, Washington, DC 20590.

#

**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Department of
Transportation
DOT 518





U.S. Department of
Transportation

News:

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

FOR RELEASE MONDAY
February 8, 1988

DOT 10-88
Contact: Wendy DeMocker
Tel.: (202) 366-0237
Hal Paris
Tel.: (202) 366-5571

DOT RELEASES FLIGHT DELAYS, BAGGAGE DATA FOR DECEMBER

The Department of Transportation today released its monthly Air Travel Consumer Report. The report provides information on flight delays and baggage problems for December 1987, and consumer complaints for January 1988.

The 14 largest U.S. air carriers reported that excluding mechanical delays, 66.4 percent of their flights operated on time in December 1987, compared to 76 percent in November.

Secretary of Transportation Jim Burnley said the Department anticipated an increase in delays in December due to heavy holiday travel and severe winter weather.

"The carriers reported an increase of 17,455 flights in December over November created by holiday travellers. In addition, many parts of the country experienced especially harsh weather during December, forcing a disruption of service at several of the nation's largest airports. Under the circumstances, it's not surprising that flight delays increased," Burnley said.

Airports where flight operations were seriously affected by the poor December weather included Chicago O'Hare, Atlanta Hartsfield, Denver Stapleton and Los Angeles International. For example, according to the FAA, Chicago had weather disruptions for 13 days in December that resulted in 2,363 total delays. Atlanta experienced problems on 10 days which resulted in 1,998 delays; Denver nine days and 2,069 delays and Los Angeles seven days and 1,258 delays.

Problems at these airports, which are among the busiest in the country, have a tendency to spill over into systemwide delays.

"Despite some unavoidable causes for flight delays, I am concerned that the airlines may not be taking sufficient steps to publish realistic schedules," Burnley said. "I have asked the Department's enforcement office to monitor the airline consumer reports for evidence of any violations of our rules and to take action, if warranted." Burnley added that several major carriers revised their schedules in mid-December, which they claim will improve their on-time performance.

Mishandled baggage reports filed by passengers against the carriers also increased, averaging 11.58 reports per 1,000 passengers in December compared to 7.88 in November. Today's report, for the first time, ranks the carriers from worst to best on their handling of passenger luggage.

Meanwhile, consumer complaints against the industry reported to DOT increased in January to 3,610, compared to 3,125 in December. The January total was 50 percent below the peak month of last August when 7,280 complaints were registered.

To help consumers make more informed choices among competing carriers, Burnley urged consumers to "call the airline ticket offices or your travel agent and ask for on-time performance information for specific flights. That information is now available on the computerized reservation system screens used by these agents. Next to each flight, a single-digit code indicates the percentage of times that flight arrived on time during the previous month."

While providing a summary of flight data in its monthly report, the Department also maintains a file covering more than 20,000 flights available for inspection in Room 4201 of the DOT headquarters building at 400 Seventh Street, S.W., 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) are available from the Department's Transportation Systems Center in Cambridge, Mass.

#####

**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

PRESORTED FIRST-CLASS MAIL
POSTAGE & FEES PAID
OFFICE OF THE SECRETARY
PERMIT NO. G-127

Official Business
Penalty for Private Use \$300



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE THURSDAY
FEBRUARY 11, 1988

DOT 11-88
Contact: Wendy DeMocker
(202) 366-0237

TRANSPORTATION SECRETARY JIM BURNLEY CALLS FOR FUNDAMENTAL CHANGE IN FEDERAL ROLE IN AVIATION

In an address to the National Press Club today, Transportation Secretary Jim Burnley said that basic changes are needed in how the federal government carries out its aviation safety and air traffic control responsibilities.

Discussing the changing needs of the burgeoning air travel network and the FAA's ability to adapt to them, Burnley said that the "litany of complaints has been remarkably constant for decades." He continued on to say, "The federal government's ability to react to technological advances has been perceived to be limited for quite some time. It has had an equally hard time coping with dramatic changes in the marketplace resulting from economic deregulation."

Secretary Burnley asserted that blaming the current problems in the FAA on the economic deregulation of the airlines is wrong. The surge in demand for air travel now that flying is more affordable has, according to Burnley, "turned the spotlight on a decades-old problem: the inability of the FAA -- constrained by red tape and the inherent inertia of all large government bureaucracies -- to respond quickly and efficiently to change..."

Federal rules governing procurements are so complex that it takes years to make even fairly simple purchases, Burnley stated. "High-tech systems may be technological relics by the time they are actually installed," he said, in reference to the air traffic control computers.

Burnley also pointed to the civil service rules prohibiting the payment of cost-of-living differentials to FAA employees. "That means that if we have a shortage of controllers in New York or Los Angeles, it's nearly impossible to transfer controllers from other cities with lower living costs," he said.

Another burden for the FAA, the Secretary said, is the uncertainty created by the federal budget process. "Repeatedly, months have passed after the beginning of a new fiscal year with no final appropriation of funds. This means that the hiring and training of key personnel and the acquisition of new technology must be put on hold pending the outcome of the latest budget fracas."

In addition, Burnley noted that today's "highly decentralized FAA -- with its very powerful, often independent Regional Administrators -- often has different *de facto* rules in different regions of the country. These differences cause understandable frustration among our airlines and general aviation, since there is often little rational basis for them."

Since he was sworn in as Secretary, he has consulted extensively with leaders in the aviation community, air traffic controllers, Congress and air travelers. Several common themes ran through their responses, Burnley said, which assisted him in developing a set of criteria by which to judge any proposal for FAA reform.

In the examination of proposed basic changes, Secretary Burnley emphasized that the following five criteria should be met: 1.) Any proposal must free the FAA from rigid personnel rules that prevent efficient deployment of key workers. 2.) It must remove abstruse procurement rules. 3.) It must liberate the air traffic control system from the federal budget process. 4.) It must ensure adequate oversight and maximum accountability to ensure public safety. 5.) It must ensure uniformity and consistency in both safety regulation and in the delivery of air traffic control services.

The Secretary then discussed some of the proposals currently being debated to reform the FAA. One proposal would break the FAA out of the Department of Transportation and make it an independent agency. Another idea would turn the FAA's air traffic control operations into a federal corporation, similar to the Postal Service. When measured against the five criteria, Burnley said, the former proposal, in and of itself, would not meet any of his five criteria. Although the latter might partially liberate air traffic from the vagaries of the federal budget process, it would not satisfy the other four criteria, the Secretary said.

Two other proposals the Secretary cited would free the air traffic control system from debilitating constraints and would also "maintain a strong federal presence in safety regulation." One would place air traffic operations in a separate, non-profit user-owned corporation governed by board of directors representing the corporation's stockholders. The other approach which Burnley discussed is a "management contract" option, which would mean contracting out much of the air traffic control system. The FAA already has a program in place to contract out small airport towers to private firms.

"Both proposals are based on the concept of separating the operations side of the FAA from the safety regulatory side," the Secretary said. This would also introduce some of the incentives and standards of accountability characteristic of private companies, he stated. The Secretary stressed, however, that these two proposals "would require a good deal of fine-tuning...before the country makes a final judgment."

"I intend to work with both parties in Congress with the goal of arriving at a bipartisan consensus on FAA reform," Burnley said. "If, working together, Congress, the Reagan Administration and the aviation community can fashion a reform package that meets the five criteria I have set out today, 1988 can be a watershed year for American aviation," he concluded.



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
February 11, 1988

DOT 12-88

Contact: Wendy DeMocker
Tel.: (202)366-0237
Ann M. Linnertz
(202)366-5770

DOT AWARDS FIRST COMMERCIAL LAUNCH LICENSE TO CONATEC, INC.

Secretary of Transportation Jim Burnley, in what he termed another milestone for America's commercial launch industry, today announced Department approval of the nation's first commercial launch license to Conatec, Inc., a Lanham, Md., company.

Conatec is the first firm to apply for and receive both mission and safety approvals from the Department for a commercial launch.

Under a turnkey arrangement with its customer, a European industrial firm, Conatec plans to provide two, two-stage Conatec C-310 launch vehicles (Conatec's configuration of the Terrier-Black Brant sounding rocket) to launch microgravity research payloads.

Secretary Burnley said, "This license approval marks yet another milestone for America's commercial launch industry. As the first of what we expect to be many license requests to be acted upon by the Department, it is further proof that American commercial launch companies are poised to meet our competitors' challenge in providing space transportation services."

Conatec, formed in 1984, has a management team with more than 25 years of experience launching suborbital rockets for government research programs. The company will conduct its launches from the Army's White Sands Missile Range in New Mexico. Both launches are planned for October 1988, making them also the first commercial launches to be conducted by a private U.S. firm.

The President named the Department of Transportation as the lead agency for facilitating the development of a commercial launch vehicle industry and for regulating the industry's activities in February 1984. He signed the Commercial Space Launch Act later that same year.

(more)

More than a thousand research rockets have been launched from the White Sands facility during its 32 years of operation. Conatec's agreement with White Sands assures that its launches will follow established safety procedures, relying exclusively upon White Sands' flight safety systems, which include tracking, communications and thrust termination systems, rocket destruct systems and a highly trained safety staff.

Conatec's proposed launches were subjected to rigorous mission and safety reviews to determine that they would not jeopardize U.S. national security or foreign policy interests or pose any safety hazards.

According to Commercial Space Transportation Director Courtney A. Stadd, "The approval of this launch proposal results, in part, from the support and cooperation which the Department of Defense, NASA, and other concerned agencies have provided this Department in carrying out its licensing responsibilities under the Commercial Space Launch Act. After careful analysis of its proposal, DOT is satisfied that Conatec has demonstrated its ability to conduct its operations in a safe manner."

The Department's licensing policies and procedures, published in 1986, are intended to ensure that private launch activities are conducted safely and responsibly and to encourage innovation and diversity in the American launch services industry.

At this time, America's commercial launch firms hold contracts to launch at least 12 commercial payloads. The Office of Commercial Space Transportation has previously granted mission approvals to Space Services, Inc. and Martin Marietta. The Office has two additional mission review requests pending.

#

**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Department of
Transportation
DOT 518





U.S. Department of
Transportation

News:

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

FOR RELEASE WEDNESDAY
February 17, 1988

DOT 13-88
Contact: Wendy DeMocker
Tel.: (202) 366-0237
Elaine Matrigali
Tel.: (202) 366-5571

BURNLEY APPOINTS WEBBER DEPUTY ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

Secretary of Transportation Jim Burnley today appointed Mildred Jordan Webber to the position of Deputy Assistant Secretary for Governmental Affairs.

"I'm pleased to welcome Mildred to the Department. She has an impressive background in public liaison and in legislative affairs, and I look forward to having her as a member of our team," Burnley said.

Before joining DOT, Webber was Associate Director in the White House Office of Public Liaison. In that capacity, she was the principal White House liaison to the conservative community and to the health, women, and senior citizen communities. She coordinated, edited, and disseminated policy positions from constituent groups to relevant policymakers.

From 1985 to 1986, she was Director of Legislative Affairs at the Heritage Foundation. Prior to that, from 1981 until 1985, Webber was Projects Editor for the Senate Republican Conference where she was responsible for writing and editing several conference publications. She served as Assistant to the Staff Director on the Senate Steering Committee from 1979 until 1981.

Webber graduated from the University of North Carolina in Chapel Hill in 1978 with a B.A. in Political Science.

#####



U.S. Department of
Transportation

News:

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

FOR RELEASE FRIDAY
February 26, 1988

DOT 15-88
Contact: Wendy DeMocker
Tel.: (202) 366-0237
Jane Greenleaf
Tel.: (202) 366-0239

BURNLEY REAPPOINTS RALPH KERCHUM TO AMTRAK BOARD OF DIRECTORS

Secretary of Transportation Jim Burnley has reappointed Ralph Kerchum to serve on the Board of Directors of the National Railroad Passenger Corporation (Amtrak) for another one-year term.

"I am pleased that Ralph Kerchum has agreed to serve on the board of directors for another term," Secretary Burnley said. "He has played an important role in guiding Amtrak's operations."

The new appointment will expire on Jan. 18, 1989. Kerchum has served on the Board since January 1982.

Kerchum is a retired educator who served in the Oakland, Calif., Unified School District from 1935 until 1972. During that time he was a counselor, physical education instructor and athletic coach. From 1955 to 1972, he was a school principal.

He has studied transportation systems worldwide, with emphasis on railways. He received his Bachelor of Science degree from the University of California in Berkeley, and a Master of Arts degree from California State University, San Francisco.

Kerchum is a member of various civic, historical, and educational organizations, and resides in Oakland, Calif.

###



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, March 2, 1988

DOT 16-88
Contact: Wendy DeMocker
Tel.: (202) 366-0237
Hal Paris
Tel.: (202) 366-5571

DOT RELEASES MONTHLY REPORT ON DELAYS, CONSUMER COMPLAINTS

Consumer complaints against the airline industry declined significantly in February and the on-time performance of the nation's major carriers showed improvement in January, according to the Department of Transportation.

The Department released its monthly Air Travel Consumer Report today which also provides information on baggage problems during January and the number of passengers "bumped" from oversold flights in 1987.

The 14 largest U.S. air carriers reported that excluding mechanical delays, 69.2 percent of their flights operated on time in January 1988, compared to 66.4 percent in December.

Mishandled baggage reports filed by passengers against the carriers remained virtually the same in January when compared to December, averaging 11.83 reports per 1,000 passengers in January compared to 11.58 the previous month.

Meanwhile, consumer complaints against the industry reported to DOT in February totaled 2,235, a 38 percent decline from January's total of 3,610, and the lowest number of complaints since last May.

"February's complaint total represents a dramatic drop of almost 70 percent below the peak month of last August when 7,280 complaints were registered," Transportation Secretary Jim Burnley said.

The report also shows the number of passengers involuntarily denied boarding (bumped) averaged 3.00 per 10,000 passengers in the fourth quarter of 1987 compared to 3.63 for the third quarter. For the year, 4.06 passengers per 10,000 boardings were involuntarily bumped compared to 4.61 in 1986.

- more -

To help consumers make more informed choices among competing carriers, the Department urged consumers when making reservations to ask their airline ticket offices or their travel agents for on-time performance information for specific flights. That information is now available on the computerized reservation system screens used by these agents. Next to each flight, a single-digit code indicates the percentage of time that flight arrived on time during the previous month.

While providing a summary of flight data in its monthly report, the Department also maintains a file covering more than 20,000 flights available for inspection in Room 4201 of the DOT headquarters building at 400 Seventh Street, S.W., 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) are available from the Department's Transportation Systems Center in Cambridge, Mass.

#

**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Department of
Transportation
DOT 518





U.S. Department of
Transportation

News:

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

139.75

FOR IMMEDIATE RELEASE
Thursday, March 3, 1988

DOT 17-88
Contact: Wendy DeMocker
Tel.: (202) 366-0237
Bob Marx
Tel.: (202) 366-5580

DOT PROPOSES DRUG TESTING FOR AVIATION INDUSTRY

Secretary of Transportation Jim Burnley today proposed drug testing for all employees in sensitive safety and security-related jobs in the aviation industry and opportunities for rehabilitation for those who use illegal drugs.

A Notice of Proposed Rulemaking (NPRM), issued by the Department's Federal Aviation Administration (FAA), would require preemployment, periodic, random, reasonable cause, and post-accident drug testing for employees in defined sensitive positions at all of the nation's air carriers, as well as other commercial aviation operators. The proposal, if adopted, would be the first of several rulemakings which would establish a full drug testing program in all major modes of transportation.

Those subject to testing include commercial pilots, flight engineers, mechanics, aviation security screeners, and flight attendants.

"It is difficult to imagine many areas where soundness of intellect and nerve are more necessary than in the field of aviation," Secretary Burnley said. "I firmly believe that drug testing -- especially random testing -- is absolutely critical in our efforts to create a drug-free aviation system for the American people.

"After all, no matter how stringent our safety regulations and no matter how sophisticated our technology, all it takes is one person on drugs in one of these sensitive airline jobs to endanger the lives of hundreds of innocent people," Burnley continued.

FAA Administrator Allan McArtor said, "I can't think of anything more essential to maintaining public confidence in flying than ensuring a drug-free aviation workforce."

-more-

Under the proposal, urine samples would be analyzed for marijuana, cocaine, opiates, amphetamines and phencyclidine (PCP). Testing would be conducted by employers to ensure that the tests are conducted in a fair, accurate way that will protect the privacy and dignity of the individual.

The NPRM requests public comments on the proposal including three alternatives under which employees would qualify for rehabilitation and a return to employment after rehabilitation. The alternatives are: (1) Offer an opportunity for rehabilitation to employees who seek help voluntarily and to all employees whose tests show illegal drug use; (2) Offer an opportunity for rehabilitation to employees who seek help voluntarily, or who are found to use illegal drugs through random or periodic tests, but not through post-accident or reasonable cause testing; or (3) Offer an opportunity for rehabilitation only to employees who seek help voluntarily.

The proposal is the latest in a series of actions DOT has taken toward the goal of a drug-free transportation environment. In 1986 the Department implemented a rule which required testing of railroad employees for both alcohol and illegal drugs during preemployment physicals and after major train accidents, and permitted testing upon reasonable cause. In July of 1987 DOT sponsored a national conference on ways to prevent drug abuse in the transportation industry. In September 1987, the Department began drug testing, including random testing, of its civilian employees in sensitive safety and security-related positions.

The Department will hold a public hearing on the proposed rulemaking. A notice will be published in the Federal Register announcing the time and place. Persons who want to comment on the proposal may do so within 90 days of its publication in the Federal Register.

**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Department of
Transportation
DOT 518





U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, March 9, 1988

DOT 18-88
Contact: Wendy M. DeMocker
Tel.: (202) 366-0237

BURNLEY ORDERS FAA REFORMS

Secretary of Transportation Jim Burnley today announced the creation of a task force to recommend internal reforms of the Federal Aviation Administration (FAA).

In order to concentrate precious resources on critical safety functions, Burnley also asked the task force to look for ways to "eliminate all marginal, non-safety expenditures."

Burnley appointed FAA Administrator Allan McArtor and Jon Seymour, DOT's Assistant Secretary for Administration, as co-chairmen of the group.

"I'm directing the task force to focus on personnel practices, procurement procedures, budgeting deficiencies and the regional structure. While the national debate continues on much needed basic reforms that will require congressional action, we must do everything possible to assure the American people that the FAA is as effective as possible."

Citing continuing complaints from all segments of the aviation community, Burnley asked the task force to place a high priority on reviewing the FAA's regional structure.

He said, "The regional system is a relic of the days when aviation was a much less dynamic industry. It creates needless confusion and inefficiencies because the regions frequently interpret supposedly national, uniform standards inconsistently." He asked the task force to recommend ways to achieve consistency in the interpretation and implementation of statutes, regulations and policies on a national level.

McArtor said, "This is a job that needs to be done. The task force offers an efficient means to cut unnecessary spending and improve FAA's managerial efficiency."

(more)

The Secretary also directed the task force to examine the procurement process within the agency. He said that although the FAA remains subject to federal procurement procedures, there are internal reforms the task force should consider. He noted continuing congressional and industry dissatisfaction with FAA procurement procedures, and emphasized the need for consideration of any changes permitted by present law that will further streamline the process.

Burnley praised McArtor for undertaking a study of pay differentials in the air traffic control workforce and asked the task force to incorporate this work into its study. Burnley had previously noted that civil service rules prohibit the payment of cost-of-living differentials to FAA employees. The ban means that if FAA has a shortage of controllers in New York or Los Angeles, it is nearly impossible to transfer controllers from other cities with lower living costs, he has said.

The task force will make its recommendations to the Secretary in 45 days.

####

**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Department of
Transportation
DOT 518





U.S. Department of
Transportation

News:

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

M-493

FOR IMMEDIATE RELEASE
Tuesday, March 15, 1988

DOT 19-88
Contact: Wendy DeMocker
Tel.: (202) 366-0237
Fred Farrar
Tel.: (202) 267-8521

COMPUTERIZED ACCESS SECURITY SYSTEMS PROPOSED FOR 269 AIRPORTS

Secretary of Transportation Jim Burnley today proposed a rule that would require 269 airports to install computer-controlled card systems on doors and gates leading to secure areas, restricting access to authorized persons.

"These computer-enhanced ID systems will improve security by providing tighter control over employee ID cards, both in terms of who carries them and where an employee can and cannot go in an airport," Burnley said.

"They would control locks on doors and gates leading to the secure areas. The cards can be electronically coded to permit access only to those areas that an individual employee is authorized to enter," the Secretary added.

Last April, the Secretary's Safety Review Task Force found that computer-linked card readers at points of entry to restricted areas were the best means of controlling access. The task force, which conducted a major review of airport security policies, made the finding in a report on steps needed to tighten security in aircraft operations areas and around airport perimeters.

FAA Administrator Allan McArtor said, "A number of major airports around the country already are using computerized access systems and have demonstrated that they significantly enhance security. Consequently, we now believe this requirement should be applied to all commercial airports served by airlines flying large aircraft."

The 269 airports covered by the proposed rule account for 95 percent of all airline passengers.

Today's announcement follows other recent actions to tighten airport security. In December, the Department required airline employees -- such as pilots and flight attendants -- who pass through public areas with passenger screening checkpoints to undergo the same screening for weapons as airline passengers before boarding flights. Previously, those with proper identification were allowed to bypass screening checkpoints. The rule also permits uniformed employees with proper identification to proceed to the aircraft through areas that are off-limits to the public if they are positively identified by airline authorities.

-more-

On Dec. 23, Burnley announced FAA would conduct a series of security inspections at 16 major airports. The purpose is to determine the overall effectiveness of the aviation security program. At the same time, McArtor said FAA would also 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.

The proposed new system also can maintain a record of employees who attempt to open doors to areas they are not authorized to enter. Moreover, the systems can be programmed to reject cards that are reported lost or stolen. The FAA said it would also approve an alternative security system developed by an airport, but only if it met the same performance standards as a computer controlled card system and provided an equivalent level of security.

The proposal would require those airports that enplane 25 million passengers or more a year to submit a proposed implementation plan for the system within 30 days of the effective date of the final regulation. Those boarding more than two million passengers annually would have 60 days; those boarding between 500,000 and two million would have 180 days; and those boarding less than 500,000 would have 270 days.

Installation of these systems at critical airport locations should be completed within six months after the airport operator's plan has been approved by the FAA.

The FAA Notice of Proposed Rulemaking will be published in the Federal Register.

###

U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Federal Aviation
Administration
DOT 515





U.S. Department of
Transportation

4m-493
News:

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

FOR IMMEDIATE RELEASE
Thursday, March 24, 1988

DOT 22-88
Contact: Wendy DeMocker
Tel.: (202) 366-0237
Eric Bolton
Tel.: (202) 366-0660

**BURNLEY ANNOUNCES PROCESS TO CONSIDER
EXEMPTING CERTAIN OPERATORS FROM CMVSA**

Secretary of Transportation Jim Burnley today announced that the Federal Highway Administration (FHWA) will soon issue a request for comments on whether certain categories of operators should be exempted from the recently-enacted commercial driver licensing requirements.

The requirements, contained in the Commercial Motor Vehicle Safety Act of 1986, were designed to ensure uniform testing and licensing procedures for commercial vehicle operators and to ensure that commercial drivers could not hold licenses from multiple states, thus allowing them to avoid license suspensions for unsafe conduct.

However, farmers, firefighters, and other persons not generally considered commercial drivers were subjected to its mandates, setting off a deluge of requests from Congress to consider waivers for certain individuals and classes of vehicles. The Act allows such waivers to be granted if they are in the public interest and would not diminish the safe operation of commercial motor vehicles.

"I strongly support the objectives of the 1986 commercial motor vehicle act," Burnley said in announcing today's action. "However, I also want to take a reasonable, common-sense approach in implementing this important piece of legislation. Additional comments on whether any categories of operators should be exempted will be most helpful."

The Secretary's decision to consider a limited licensing and testing waiver for certain groups was announced in letters to Members of Congress.

Burnley stated that a notice in the Federal Register, seeking public comment on a proposed waiver process, would be published within two weeks, and that following the formal notice and comment period, the FHWA would move as "expeditiously as possible" toward a resolution of this issue.

#####



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
MONDAY, MARCH 28, 1988

DOT 21-88

Contact: Wendy M. DeMocker
Phone: (202) 366-0237
James L. Bynum
Phone: (202) 366-4043

BURNLEY ANNOUNCES APPOINTMENT
OF EDWARD J. BABBITT
AS UMTA CHIEF COUNSEL

Secretary of Transportation Jim Burnley today announced the appointment of Edward J. Babbitt as Chief Counsel of the Urban Mass Transportation Administration (UMTA).

Burnley said, "Ed Babbitt is an experienced, knowledgeable attorney with a good sense of how to accomplish our policy objectives in the field of mass transit. I have come to depend on his judgment and abilities and I know he will be an invaluable asset to UMTA and the Department in the coming months."

Babbitt, 35, a native of Cincinnati, Ohio, joins the UMTA staff after more than four years with the Department of Transportation, including service since May 1987 as Deputy Assistant Secretary for Governmental Affairs where he was instrumental in advancing the Department's legislative program.

UMTA Administrator Alfred A. DelliBovi said Babbitt would head the Office of the Chief Counsel whose 23 attorneys and legal specialists focus on legal and policy issues related to the UMTA program. UMTA is a federal grant-making agency which last year provided almost \$3.3 billion for mass transit projects across the country.

"Ed brings to this position a thorough understanding of the legal issues involved in the federal mass transit program," DelliBovi said. "I am delighted to have him aboard."

In his previous position, Babbitt was one of DOT's senior level managers, whose duties included coordination of legislative and policy matters with Congress, the White House, other Federal agencies, national business organizations and state and local governments. He joined DOT in 1984 as a Congressional Relations Officer specializing in mass transit and railroad issues, working up through the ranks to become Director of Congressional Relations in 1986.

(more)

Prior to joining DOT, Babbitt was assistant counsel to the House Committee on Public Works and Transportation. He earlier had served as subcommittee staff attorney to the House Committee on Public Works and Transportation and as legislative assistant to U.S. Representative Arlan Stangeland of Minnesota.

Babbitt earned a Bachelor of Business Administration Degree from the University of Cincinnati and a Juris Doctor Degree from Southwestern University School of Law. He is a member of the District of Columbia Bar and the State Bar of California.

Babbitt and his wife, the former Maureen Bohlen, currently reside in Fairfax, Va. with their daughter, Emily Rose.

#

U.S. Department
of Transportation

**Urban Mass
Transportation
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Urban Mass
Transportation
Administration
DOT 511





U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, March 31, 1988

DOT 24-88

Contact: Wendy DeMocker
Tel: (202)366-0237
Jeff Walter
(202)366-5770

DOT ESTABLISHES LICENSING PROGRAM FOR COMMERCIAL SPACE LAUNCH INDUSTRY

Secretary of Transportation Jim Burnley today announced the Department has issued licensing regulations governing the activities of American commercial space launch service firms.

"In little more than a year, we have witnessed the emergence of a dynamic commercial space transportation industry," Secretary Burnley said. "DOT's role is to ensure that the industry operates safely and responsibly."

The issuance of licensing regulations follows the recent announcement by President Reagan of a National Space Policy which shifts a major portion of the responsibility for U.S. space launches from the government to the private sector. Private launch firms will handle launches of commercial satellites and, whenever possible, the government's own payloads. In addition, the government is committed to encouraging development or construction of private launch sites.

At present, about a half dozen American companies are aggressively marketing a wide range of launch services worldwide. The companies include established aerospace firms that have been launching Delta, Atlas, and Titan rockets under government contract for over 25 years, as well as new, entrepreneurial firms that have developed vehicles for a variety of space-related projects.

"The future of American space commerce is very promising if the progress we are seeing in space transportation is any indication," Burnley said. "With a rapidly expanding commercial presence in space comes the need for efficient regulatory guidance to ensure that safety and other important national interests are not compromised."

(more)

The licensing regulations, which take effect immediately, are designed to implement DOT's broad statutory authority over private sector launch activities. DOT's licensing process has two operational elements, mission review and safety review:

Mission review focuses on the compatibility of proposed launch activities with the government's international obligations, as well as its public safety, national security and foreign policy responsibilities. This review examines such factors as the purpose and character of a proposed launch, the nature of the payload and the potential effect of the proposed activity upon existing and future uses of space. Mission review may also involve procedures developed specifically for reviewing new payload proposals.

Safety review focuses on the technical factors associated with an applicant's launch operations and is intended to ensure that a launch will be conducted safely. This review examines such factors as range safety personnel expertise, adequacy of facilities and equipment, and launch safety systems.

Although prospective launch operators must complete both reviews in order to secure a launch license, the time, sequence and scope of the reviews will be determined by the nature of the specific proposal.

Four years ago, DOT was designated the lead agency to oversee and coordinate commercial space transportation activities under an Executive Order of the President and the Commercial Space Launch Act. DOT is responsible for encouraging American commercial launch activities and for ensuring that they are conducted safely. The Department's licensing program is a major step forward in fulfilling its executive and legislative responsibilities.

#

**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Department of
Transportation
DOT 518

