



U.S. Department of  
Transportation

# News:

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

FOR RELEASE THURSDAY  
July 7, 1988

DOT 57-88  
Contact: Catherine Bedell  
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## DOT'S MONTHLY CONSUMER REPORT SHOWS DRAMATIC DECLINE IN COMPLAINTS

Consumer complaints against the airline industry showed a dramatic decline in June, falling 70 percent below the number of complaints reported in June 1987, according to the Department of Transportation.

The Department released its monthly Air Travel Consumer Report today which also provides information on flight delays and baggage problems reported for May and the number of passengers "bumped" from oversold flights in the first quarter of 1988.

Consumer complaints reported to the Department in June totaled 1,707, down from June of last year when the total reached 5,774. It marked the lowest number of complaints in 16 months.

The nation's 14 largest air carriers reported that, excluding mechanical delays, 81.9 percent of their flights operated on time in May, the second best monthly performance since DOT began collecting flight data last September. April was the best month for the major carriers with an 82.6 percent showing.

Mishandled baggage reports filed by passengers against the carriers also declined to 6.16 reports per 1,000 passengers in May, compared to 6.53 reports the previous month. It was the best performance by the airlines in this category in the last nine months.

The number of passengers denied boarding (bumped) involuntarily for the first quarter of 1988 was down to a 3.71 rate per 10,000 boardings compared to 5.46 for the January-March period in 1987.

The Department again reminded consumers who want on-time performance data for specific flights that they may obtain such information by calling their airline ticket offices or their travel agents. It is available on the computerized reservation system screens used by these agents.

-more-

The Department 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.

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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 12, 1988

DOT 59-88  
Contact: Wendy DeMocker  
Tel.: (202) 366-0237  
Bill Mosley  
Tel.: (202) 366-5580

## BURNLEY OUTLINES RECOMMENDATIONS TO IMPROVE COAST GUARD SAFETY ACTIVITIES

An internal report recommending improvements in the United States Coast Guard's safety activities was released today by Secretary of Transportation Jim Burnley.

The report, prepared by the Department's Safety Review Task Force, is based on a review of the Coast Guard's various duties, with emphasis on those involving safety in waterborne commerce and recreational boating. It is one of a series of such reports covering all of the Department's safety-related activities.

"The Coast Guard has a long and distinguished record in protecting lives and property on our nation's waters," Secretary Burnley said. "Implementing the Task Force recommendations will help the Coast Guard build on that record."

Coast Guard Commandant Adm. Paul A. Yost said, "The Coast Guard is the world's premier maritime safety organization, and I think this report demonstrates our solid record in safety matters. We look forward to implementing the report's recommendations, especially some of its innovative ideas regarding use of the Coast Guard Auxiliary. We are always interested in finding the best ways to use our resources to improve maritime safety."

The report noted the Coast Guard's responsibility for a growing number of programs in a time of budget constraint. Although its law enforcement responsibilities have greatly expanded over the last few years, the Task Force said that the Coast Guard has judiciously managed its workload to maintain sound safety oversight, which is reflected in a generally decreasing number of deaths, accidents and property losses in waterborne commerce and recreational boating.

The Task Force cited as a significant safety issue containerized shipments of hazardous materials. It recommended that the Coast Guard and the Department's Research and Special Programs Administration jointly establish and coordinate an inspection program to reduce the number and severity of hazardous materials violations occurring in containerized cargo shipping. Secretary Burnley directed that work begin immediately to carry out this recommendation.

The Task Force also recommended that the Coast Guard:

- o increase its use of the Coast Guard Auxiliary in providing safety information in areas of high boater concentration and at marine dealers as well as in oversight of boat manufacturers;

- o increase its use of the Waterways Analysis Management System to determine the appropriate placement and upkeep of aids to navigation;

- o develop performance indicators that better measure its effectiveness in saving lives, allocate its personnel and equipment resources in the field based on a nationwide analysis of the nature and location of search and rescue incidents, and feed back information to other Coast Guard programs concerning the safety problems and trends it identifies; and

- o develop improved measures for analyzing the effectiveness of the commercial vessel safety program, thus providing a more direct link between program elements and the prevention of death, injury and property damage.

The report addresses the areas of commercial vessel safety, port safety, recreational boating, search and rescue, and aids to navigation.

Waterborne transportation resulted in less than 2.5 percent of the 48,886 total transportation-related fatalities in 1986. Recreational boating fatalities have decreased by 12 percent — from 1178 to a record low of 1036 — between 1982 and 1987. There were 93 fatalities in commercial waterborne transportation in 1986, down from 131 in 1985. Deaths due to spills, explosions or fires involving hazardous materials carried in bulk shipping have averaged five per year since 1975.

The Safety Review Task Force has completed similar in-depth reviews of other Administrations in the Department of Transportation, including the Federal Aviation Administration, the Federal Railroad Administration, the Research and Special Programs Administration, the Federal Highway Administration's Motor Carrier Safety Program, the National Highway Traffic Safety Administration and the Urban Mass Transportation Administration.

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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  
July 21, 1988

DOT 60-88  
Contact: Suzette Paes  
Tel.: (202) 366-4461

## DOT ANNOUNCES HEARING ON PIPELINE DRUG TESTING PROPOSAL

The Department of Transportation today announced a public hearing for Aug. 17 on the Research and Special Programs Administration's (RSPA) proposed rule for drug testing pipeline industry workers in sensitive safety and security-related positions.

The hearing will be held at the Dallas/Fort Worth Airport Marriott Hotel, in Irving, Texas. RSPA Administrator Cindy Douglass will chair and Richard Beam, Director of the Office of Pipeline Safety, will co-chair the session.

On June 29, the Department announced the notice of proposed rulemaking (NPRM) that would require preemployment, random, reasonable cause and post-accident drug testing for employees in sensitive safety and security-related positions at pipeline facilities used for the transportation of natural gas or hazardous liquids. Those workers who produce and store liquified natural gas also would be subject to testing. The NPRM was published in the Federal Register on July 8, 1988. The public comment period will close on Sept. 6, 1988.

Workers who could be tested include those involved in welding, radiography, dispatching, pressure testing, and joining plastic pipeline. The proposal seeks comments how to define these functions and on whether or not to provide rehabilitation for those who use illegal drugs.

Persons wishing to make a statement at the hearing should contact Linda Craver, Office of Pipeline Safety, Research and Special Programs Administration, 400 Seventh Street, S.W., Washington, D.C. 20590 or at (202) 366-1640. Any questions concerning the subject matter of the NPRM should be directed to Cesar De Leon at the same address and telephone number.

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U.S. Department of  
Transportation

# News:

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

FOR IMMEDIATE RELEASE  
Monday, July 25, 1988

DOT 61-88  
Contact: Wendy DeMocker  
Tel.: (202) 366-0237  
John Leyden  
Tel.: (202) 267-8521

## DOT AWARDS LONG-RANGE RADAR CONTRACT

The Department of Transportation (DOT) has awarded a \$271.6 million contract to Westinghouse Electric Corp., Defense Group, Baltimore, Md., for 34 advanced technology, three-dimensional long-range radars that will replace 25- to 30-year old equipment now used jointly at many locations by the Federal Aviation Administration (FAA) and the U.S. Air Force for tracking aircraft. The contract also contains priced options for 18 more systems for \$146.8 million.

Secretary of Transportation Jim Burnley said the new Air Route Surveillance Radar Model 4 (ARSR-4) "will incorporate the latest solid-state technology to improve aircraft detection and reduce 'clutter' from terrain, weather and other sources." Also, he said the new radars "will provide extended coverage since they will have a range of 250 miles in comparison to the 200-mile range of the equipment being replaced."

The ARSR-4 features full remote maintenance monitoring capability. This will enable technicians at centralized maintenance facilities to keep a continuous check on the performance of the equipment and initiate immediate corrective action if a malfunction occurs.

The ARSR-4 is part of DOT's National Airspace System (NAS) Plan for upgrading and modernizing virtually all of the equipment used for air traffic control and air navigation in this country. Included among the more than 90 NAS Plan projects are faster and more powerful air traffic control computers, advanced weather and traffic control (terminal and en route) radars, solid-state navigation and communications equipment, and new technology landing systems.

The ARSR-4s will replace most of the current civil-military Joint Surveillance System (JSS) radars, many of which date from the 1950s and early 1960s. However, 10 of the sites have newer ARSR-3s, which will be refurbished and installed as replacements for other older long-range radars.

The FAA currently uses more than 100 long-range radars, including the JSS equipment, to provide aircraft data to the agency's Air Route Traffic Control Centers. These facilities are responsible for aircraft operating under instrument flight rules between airport terminal areas.

The U.S. Air Force will use the ARSR-4 for air sovereignty and air defense purposes. A principal advantage of the ARSR-4 for the military is its ability to obtain three-dimensional information on aircraft using one radar system. Current JSS radars use a separate radar to obtain altitude information. Although this altitude data is adequate for directing intercept operations, it is not accurate enough for air traffic control purposes. Accordingly, the FAA obtains altitude information from the Mode C transponders in aircraft.

The FAA and the U.S. Air Force are sharing the cost of the ARSR-4s, with one unit being funded by the U.S. Navy. The Navy will use the system for airspace management of military operating areas in southern California.

The first delivery of an ARSR-4 system is scheduled for late 1991. All equipment will be in place and operational in 1994.

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**Federal Aviation  
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800 Independence Ave., S.W.  
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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, July 26, 1988

DOT 62-88  
Contact: Wendy DeMocker  
Tel.: (202) 366-0237  
John Leyden  
Tel.: (202) 267-8521

## DOT AWARDS CONTRACT TO IBM FOR ADVANCED AUTOMATION SYSTEM

Calling it "an entirely new generation of equipment for air traffic control that will enhance safety and capacity," Deputy Secretary of Transportation Mimi Dawson today provided details of the contract for an advanced automated system which will give the nation's air traffic controllers the ability to handle expanding air traffic well into the 21st century.

IBM has been awarded a \$3.6 billion contract to produce the advanced automation system. It is the largest contract ever awarded by the Department of Transportation and will be funded over several fiscal years. Pursuant to Department procurement regulations, Deputy Secretary Dawson made the choice following a long and thorough selection process.

"The Advanced Automation System will replace all air traffic control computers and radar screens now in use. Our current system is composed of several different kinds of computers and accompanying software, which complicates maintenance and greatly reduces flexibility, since various parts are not interchangeable. In contrast, the new system will be uniform throughout the air traffic control network, reducing maintenance costs and enabling us to shift equipment easily and quickly," Deputy Secretary Dawson said.

"While still directing individual flights, air traffic controllers will be able to focus their expertise more on managing the overall traffic flow. Under the current system, air traffic controllers have to keep track of flight plans on pieces of paper while watching a radar screen at the same time. And current radars do not really give controllers much information beyond the current positions of aircraft," Dawson said.

"The Advanced Automation System, on the other hand, will automatically display everything at a single work-station -- flight plans, altitude, and position -- all on large, color screens. The color monitors also will enable controllers to more easily spot weather hazards and sort flight data. The new computers will be able to plot flight

plans from start to finish, assisting controllers in projecting potential problems and redirecting aircraft around them. One side benefit is that aircraft will be able to take more direct routes, instead of relying on existing charted air corridors, thus allowing wider use of air space and greater fuel efficiency," she said.

FAA Administrator Allan McArtor called the AAS "the largest real-time computer-controlled system ever developed," and said it is designed to have a life span of 20 to 30 years. "The ability of the system to grow to meet the increasing demands of air travel was a primary consideration in the design competition," he said.

The latest high capacity computer technologies will be used to perform millions of operations per second. New controller workstations, known as "sector suites" will feature large multicolor displays of traffic, weather and flight data to replace those currently performing air traffic control functions at en route centers, terminal control rooms and airport towers. The computers and workstations will be linked together with a high capacity local communications network.

The contractor also will be required to implement a new air traffic control software package that will permit "look-ahead" planning. Under this system, a controller can check out a proposed flight plan, determine whether it conflicts with another flight, and, if necessary, offer an alternative course. Linking the entire system will be a local communications network which will be among the largest currently developed.

The contract award, which was announced on Monday, July 25, followed a four-year design competition between IBM and Hughes Aircraft Co., a subsidiary of GM Hughes Electronics. Each was charged with developing a total AAS design, and building and testing sector suite systems. The design competition phase was used to ensure that the government would be able to choose the design that both met critical AAS performance requirements and was cost effective.

McArtor stressed that converting the current system to the AAS will be a complex job, noting that the FAA must continue to provide air traffic control services 24 hours a day, seven days a week. For this reason, the agency will follow a carefully planned multi-step approach, giving personnel time to become intimately familiar with the new systems before moving to the next phase.

First delivery of the new work stations is scheduled for 1990 at the FAA Technical Center in Atlantic City for testing and evaluation. The first site delivery to the Seattle Center is scheduled for the spring of 1992. The first new airport tower computer complexes are scheduled for delivery in 1994. The AAS is planned to be fully operational in 1999.

IBM has two major subcontractors on its team. Raytheon is developing the displays and some software, and Computer Sciences Corp., is responsible for applications software.

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U.S. Department of  
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# Transportation Facts

Office of Public Affairs

July 26, 1988

Contact: U.S. DOT  
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Tel.: (202) 267-3883

## SUBJECT: ADVANCED AUTOMATION SYSTEM

The multi-billion dollar Advanced Automation System (AAS) has been referred to as the "cornerstone" of the National Airspace System Plan issued in 1982 and designed to project safe air traffic control needs into the 21st century. It will direct a flight from the time it leaves the airport gate until it arrives at its destination, including takeoff, landing and taxiing times.

Since the advent of deregulation in 1978, traffic at FAA's air route traffic control centers has increased 27 percent with a projected growth of more than 35 percent by the year 2000. To keep pace with such growth, AAS will anticipate airspace needs and transmit more precise information to controllers and pilots across the country. Such state-of-the-art plotting and tracking will dramatically increase safety in the airways and will allow for most efficient use of air traffic control personnel.

The AAS has three basic components:

- o New computer hardware and significantly improved controller work stations
- o New software support
- o A new communications network

## CONTROLLER WORK STATIONS BECOME "SECTOR SUITES"

The first step in the AAS will be the installation of new "sector suites," which will replace the traditional air traffic control work stations. The new machines will feature larger screens and color displays of traffic, weather and individual flight data.

The first sector suites will be installed and tested at the FAA Technical Center in Atlantic City, New Jersey, in September 1990. The first operational use will be at the Seattle air route traffic control center, scheduled for completion in the spring of 1992. Some 5,000 sector suites are expected to be operational in all locations by June of 1995.

Local airport towers will continue to control operations such as takeoffs, landings and taxiing. The AAS includes upgrading some 150-250 towers, including installation of new controller consoles, radar displays, computer hardware and updated software programs.

## HIGH TECH SOFTWARE IS THE "BRAINS" OF THE SYSTEM

The software programming designed for use in the sector suites is greatly advanced over current radar tracking programs. Thanks to the new software, the controller will be able to observe all nearby traffic, weather conditions and other vital flight data. In addition, the controller can plot an entire flight plan from start to finish to determine any potential in-flight conflicts along the way. This will also enable the aircraft to proceed in the most direct pattern, allowing for greater fuel efficiency.

Violations of air space by controlled aircraft will be detected electronically, allowing for quicker transmission of information about possible collisions.

Installation of the computer software is slated to begin in September 1994. As the sector suites become operational, they will replace the recently-installed HOST computer system, which was designed as an interim measure while transfer to the AAS system took place.

## DATALINK TO CARRY MESSAGES FROM GROUND TO AIRCRAFT

As an adjunct to the AAS, commercial airliners will be required to install special transmitters and receivers. The cockpit screens will be similar to the controllers', providing the flight crew with the airline's flight plan, air traffic in the vicinity, and weather.

The airline computers will also be able to electronically "talk" to the sector suites in the upgraded en route centers, providing much enhanced speed and efficiency over pilot-to-controller conversation.

## FUTURE ENHANCEMENTS TO THE AAS

There are several "upgrades" which can be added on to the new AAS system in the future. The "look ahead" software feature is technically known as Automated Enroute Air Traffic Control, or AERA. AERA-2 would give air traffic controllers automated solutions to flight conflict situations detected by AERA-1. The decisions would be passed along to pilots by digital datalink. In the concepts stage right now is AERA-3, in which the AAS computers would detect and resolve flight conflict problems, make decisions and "talk" to the pilots under controller direction.

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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 WEDNESDAY  
August 3, 1988

DOT 63-88  
Contact: Catherine Bedell  
Tel.: (202)366-4531  
Bill Mosley  
Tel.: (202)366-5571

## DOT MONTHLY REPORT SHOWS DECLINE IN AIRLINE DELAYS, CONSUMER COMPLAINTS

The on-time performance record for the largest U.S. air carriers in June was the best since flight delay reporting began, according to the Department of Transportation.

The Department released its monthly Air Travel Consumer Report today which also provides information on baggage problems reported for June, airline consumer complaints for July and the number of passengers "bumped" from oversold flights in the first quarter of 1988.

The nation's 13 largest air carriers reported that, excluding mechanical delays, 84.3 percent of their flights operated on time in June. Previously, April's 82.6 percent on-time percentage had been the best since a DOT disclosure rule was issued last September requiring carriers to report monthly information on flight delays and baggage problems.

Consumer complaints against the industry continued to decline from last year, with 1,964 reported to the Department in July 1988 compared to 6,561 in July 1987, a drop of 70 percent.

Mishandled baggage reports filed against the carriers increased slightly, averaging 6.76 reports per 1,000 passengers in June compared to 6.16 reports in May.

The number of passengers denied boarding (bumped) involuntarily for the first quarter of 1988 was down to a 3.71 rate per 10,000 boardings compared to 5.46 for the January-March period in 1987.

The Department reminded consumers who want on-time performance data for specific flights that they may obtain such information by calling airline ticket offices or their travel agents. It is available on the computerized reservation systems used by these agents.

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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 System Center in Cambridge, Mass.

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# News:

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

FOR RELEASE THURSDAY  
August 11, 1988

DOT 65-88  
Contact: Wendy DeMocker  
Tel.: (202) 366-4570

## INSPECTORS TO PLAY ROLE IN DRUG INTERDICTION, BURNLEY SAYS

Secretary of Transportation Jim Burnley announced today that Department of Transportation safety and security inspectors are being enlisted in the government's efforts to stem the flow of drugs into this country.

"More than 4,200 DOT inspectors will receive drug awareness training so they can serve as a new army of 'eyes' in the nation's anti-drug effort," Burnley said.

"We know that drug traffickers have gained a foothold in parts of our transportation system. This effort is designed to help inspectors be sensitive to the tell-tale signs of drug shipments and report suspicious activity to enforcement agencies. This will help us break that foothold and get the drug shippers out of the transportation system."

The Federal Aviation Administration is sending an "Action Notice" to 120 field offices advising them to watch for evidence of aircraft use in drug smuggling during normal checks at airports, Burnley said. The notice will reach about 2,000 safety inspectors and 300 civil aviation security inspectors.

FAA is also including the same information in an upcoming "Airworthiness Alert" that will be sent to more than 4,000 repair stations and more than 12,000 mechanics who work on small private and business airplanes to enlist their help in spotting aircraft used for drug smuggling. Both messages list conditions that might point to aircraft use for smuggling. Suspicious aircraft would be reported to the nearest Customs Service office.

Burnley noted that of drugs seized entering the U.S., an estimated 50 percent of the cocaine was seized from aircraft, one third of the cocaine and three fourths of the marijuana were taken from vessels, and about 15 percent of both cocaine and marijuana were taken from land transport vehicles. Domestically, 14 percent of cocaine and marijuana seizures were from trucks, 20 percent and 12 percent, respectively, were from commercial aircraft, and the balance from cars or vans.

(more)

In addition to aviation personnel, the drug awareness training program will include:

- o Some 300 federal motor carrier safety inspectors. Training will focus on techniques used by those transporting drugs, modifications made to vehicles used to transport drugs and containers used to conceal drugs in shipment. DOT also plans to make training materials available through the states to up to 3,000 state motor carrier enforcement personnel, who inspect commercial vehicles and drivers.

- o About 1,500 Coast Guard marine safety personnel, who inspect vessels and cargoes for compliance with U.S. laws. These personnel are already alert to spot possible drug smuggling. The Coast Guard will review current training materials to see where they can be improved.

- o The Federal Railroad Administration will provide drug awareness training to its 150 rail safety personnel during meetings in September and October. Training will include possible ways to smuggle drugs by train and the use of certain containers shipped by rail.

- o Eleven hazardous materials transportation inspectors in the Research and Special Programs Administration. They conduct inspections of shipper facilities and major air and water ports. In addition to drug awareness training, they will be trained to pay special attention to possibly suspicious shipments of "precursor chemicals" -- those used in the production and/or refinement of illegal drugs. Suspicious activity will be reported to the Drug Enforcement Administration. Drug awareness training will also be made available to some 150 state hazardous materials inspectors.

The FAA will continue to provide law enforcement agencies with certification information on pilots and aircraft that might be useful for drug interdiction purposes. FAA will increase its enforcement actions against people or aircraft involved in illegal drug activity.

The FAA messages to its inspectors and repair station mechanics advise them to look for possible signs of aircraft use for drug smuggling, such as:

Signs of adhesive tape use near registration numbers, showing possible alteration of the numbers; sophisticated navigation instruments inappropriate for the type of aircraft; warped or misaligned doors indicating they have been opened in flight for air drops; and inappropriate inspection panels or unusual rivet patterns on wings or fuselage, which could indicate modifications to create hiding places for drugs or additional fuel tanks.



U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Friday, August 12, 1988

DOT 67-88  
Contact: Wendy DeMocker  
Tel.: (202) 366-4570  
William F. Brown  
Tel.: (202) 366-5442

DEPARTMENT OF TRANSPORTATION  
SELECTS 10 UNIVERSITY TRANSPORTATION  
CENTERS PROGRAMS TO RECEIVE RESEARCH GRANTS

Secretary of Transportation Jim Burnley today announced the selection of 10 universities to receive \$5 million in federal research grants for the purpose of establishing a Department of Transportation (DOT) University Transportation Centers Program (UTCP) that would provide a national resource and focal point for the conduct of research and training concerning the transportation of passengers and property. The grants will be used to establish and operate one regional transportation center in each of the ten standard Federal regions and will be matched dollar for dollar with non-Federal funds.

Secretary Burnley said, "The aim of this Program is to attract the Nation's best talent to the study of transportation as a discipline and to develop new strategies and concepts to effectively address existing and future transportation problems. The Centers Program has great potential for making a major contribution towards a better understanding and subsequent solution of rapidly escalating concerns relating to regional and national transportation issues. Each Center institution has an unparalleled opportunity to play a vital role in advancing the conduct of transportation research and preparing graduates with the diversity and quality of education needed to assure the safe, economic, and effective operation of transportation systems, services and activities."

"In order to assure that the University Transportation Centers Program fully achieves its objectives, I believe it is important that each Center have significant regional representation and focused research and training programs," said Mr. Burnley. Accordingly, at the end of each year there will be an evaluation of these factors prior to receipt of further grant awards. Should this evaluation be unsatisfactory, applications will be solicited from other eligible institutions. While the University Transportation Centers Program has been authorized for Federal funding for Fiscal Years 1988 through 1991, continuation of work by each Center subsequent to FY 1988 will depend on progress made toward objectives.

A listing of the grantees and regional location is as follows:

<u>REGION</u>	<u>UNIVERSITY</u>
I.	Massachusetts Institute of Technology
II.	The City University of New York
III.	Pennsylvania State University
IV.	University of North Carolina
V.	University of Michigan, Ann Arbor
VI.	Texas A&M University, College Station
VII.	Iowa State University
VIII.	North Dakota State University
IX.	University of California, Berkeley
X.	University of Washington

The above institutions were selected following an extensive technical merit evaluation and peer review process. Some 90 institutions participated in the program competition through various consortia arrangements. The University Transportation Centers Program is authorized by section 314 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (49 U.S.C. 1607c) and is administered by the Office of the Secretary.

The above information will be announced in the Federal Register. For further information or particulars regarding the Centers program, please contact Gracie Carter at (202)366-5442.

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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, August 30, 1988

DOT 68-88  
Contact: Suzette Paes  
Tel.: (202) 366-4461

## DOT ANNOUNCES SECOND DAY OF HEARINGS ON PIPELINE DRUG TESTING PROPOSAL

The Department of Transportation today announced a second day of public hearings for Sept. 6 in Washington, D.C. to continue discussion on the Research and Special Programs Administration's (RSPA) proposed rule for drug testing pipeline industry workers in sensitive safety and security-related positions.

The hearing is scheduled for 1-5 pm at Department of Transportation, Nassif Building, Room 3442 - 3446. RSPA Administrator Cindy Douglass will chair and Richard Beam, Director of the Office of Pipeline Safety, will co-chair the session.

On June 29, the Department announced the notice of proposed rulemaking (NPRM) that would require preemployment, random, reasonable cause and post-accident drug testing for employees in sensitive safety and security-related positions at pipeline facilities used for the transportation of natural gas or hazardous liquids. Those workers who produce and store liquified natural gas also would be subject to testing. The NPRM was published in the Federal Register on July 8, 1988. The public comment period will close following the Sept. 6 hearing.

Workers who could be tested include those involved in welding, radiography, dispatching, pressure testing, and joining plastic pipeline. The proposal seeks comments how to define these functions and on whether or not to provide rehabilitation for those who use illegal drugs.

Persons wishing to make a statement at the hearing should contact Linda Craver, Office of Pipeline Safety, Research and Special Programs Administration, 400 Seventh Street, S.W., Washington, D.C. 20590 or at (202) 366-1640. Any questions concerning the subject matter of the NPRM should be directed to Cesar De Leon at the same address and telephone number.

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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  
September 8, 1988

DOT 71-88  
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Tel.: (202) 366-5571

## DOT ISSUES MONTHLY REPORT ON AIRLINE DELAYS, CONSUMER COMPLAINTS

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The 13 largest domestic carriers reported that, excluding mechanical delays, 81.5 percent of their flights operated on time in July. This compares with 84.3 percent in June. The carriers, however, reported more than 441,000 flight operations in July -- a 2.3 percent increase over June -- because of heavy summer travel.

Consumer complaints against the industry continued to decline from last year, with 2,363 reported to the Department in August 1988 compared to 7,337 in August 1987, a decline of 68 percent.

Mishandled baggage reports filed against the carriers showed a slight increase, averaging 7.15 reports per 1,000 passengers in July compared to 6.76 reports in June.

The number of passengers denied boarding (bumped) involuntarily for the first half of 1988 was down to a 3.25 rate per 10,000 boardings compared to 4.65 for the January-June period in 1987.

The Department said consumers who want on-time performance data for specific flights may obtain such information by calling airline ticket offices or their travel agents. It is available on the computerized reservation systems used by these agents.

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.

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U.S. Department of  
Transportation

# News:

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

FOR RELEASE MONDAY  
September 12, 1988

DOT 73-88  
Contact: Wendy DeMocker  
Tel.: (202) 366-4570  
Bill Mosley  
Tel.: (202) 366-5580

## RULES PROPOSED TO PROHIBIT TAMPERING WITH RAILROAD SAFETY DEVICES

New safety regulations that explicitly prohibit tampering with railroad safety equipment such as warning whistles, automatic stopping devices and computerized "black boxes," have been proposed by the Department of Transportation. The regulations would also make it unlawful to operate any train whose devices have been disabled and would subject railroad employees to civil penalties by the government.

The Notice of Proposed Rulemaking (NPRM), issued by DOT's Federal Railroad Administration, is one of a series of rulemakings mandated by the Rail Safety Improvement Act (RSIA) of June 22, 1988. In accordance with the statute, FRA will issue a final rule by Sept. 20, 1988.

Though operating a train with disabled safety devices has been a clear violation of current FRA safety rules, prior to enactment of new legislation --granting federal authority over railroad employees in such cases -- FRA relied on the railroad to take disciplinary action against the individual for this potentially life-threatening infraction because the agency did not have authority to penalize the employee.

FRA will implement other provisions of the RSIA in subsequent rulemakings, including establishing a program for licensing or certification of locomotive operators and expediting the time for compliance with an existing order requiring installation of automatic train control systems on Northeast Corridor lines.

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U.S. Department of  
Transportation

139.150  
**News:** M-49

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

FOR IMMEDIATE RELEASE

Friday, September 16, 1988

DOT 75-88

Contact: Wendy DeMocker

Phone: (202) 366-4570

James L. Bynum

(202) 366-4043

**SECRETARY BURNLEY ANNOUNCES  
ALTERNATIVE FUELS INITIATIVE**

A new initiative to combat traffic congestion and vehicle emissions which pollute the air and environment was announced today by Secretary of Transportation Jim Burnley. The alternative fuels that will be used in this program "burn much cleaner than conventional gasoline and diesel engines, some so clean that their exhaust fumes do not even soil a white handkerchief," the Secretary said.

Burnley made the announcement at a joint news conference with the Administrator of the Department of Transportation's Urban Mass Transportation Administration (UMTA), Alfred A. DelliBovi, and Sen. Alfonse D'Amato (R-NY).

Under this initiative, UMTA will be soliciting applications for projects which utilize alternative fuels, such as methanol, compressed natural gas, ethanol and liquefied petroleum gas (LPG), in a wide range of transit vehicle sizes and transit services.

"The Alternative Fuels Initiative will support the field testing of alternative powered mass transit vehicles, including full-size buses, mini-buses and vans," Burnley said.

"With this program . . . we are taking alternative fuels out of the laboratory and putting them into everyday use," Burnley added. "This is yet another example of a true public/private partnership in action."

The Secretary praised Sen. D'Amato for being a "proponent of alternative fuels applications to mass transit and other policies to improve our urban environments" and for playing "a crucial role in focusing the Senate's attention on these issues."

(more)

UMTA will make available \$35.1 million to be matched by non-federal funding of \$11.7 million for the capital cost associated with the procurement and installation of alternative fueled vehicles and for the development and evaluation of these projects.

DelliBovi said he is pleased by the private sector's role in this initiative. "The private sector has done the legwork for this project by developing the technology to support it. We will encourage their continued support through entrepreneurial opportunities for the utilization of new transit services."

Environmental problems and concerns are felt nationwide. Over 60 metropolitan areas face potential sanctions for failing to meet Environmental Protection Agency standards for ozone and carbon monoxide. Also, EPA has established standards that must be met for new transit bus purchases in 1991 and thereafter. Attainment of these clean air standards is proving extremely difficult with current diesel and gasoline fueled vehicles.

"Solutions to these problems will require a comprehensive and coordinated approach which integrates the latest techniques of traffic management and the latest technology in emissions control," DelliBovi said. "Furthermore, it will require the combined cooperation of all levels of government and all segments of the private sector. UMTA's initiative provides such an approach.

"Until recently, congestion and pollution have been viewed as primarily an urban, downtown problem," DelliBovi said. "However, job growth in the suburbs now exceeds that in the downtown. Almost half of the total jobs in metropolitan areas are outside the central city. It is not surprising that traffic congestion and the pollution it creates have become a suburban problem."

Forty-four states have been notified that their implementation plans for certain areas are inadequate for auto-related pollutants. In many instances, they must reduce pollutants from suburban areas that contribute to the failure of urban areas to meet clean air standards. The use of alternative fueled transit vehicles in these settings would enhance suburban mobility through reduced congestion and reduced pollution.

"If we are going to improve suburban and urban mobility, the private and public sectors must form creative partnerships that encourage people to use mass transit," DelliBovi said.

Public and private agencies interested in obtaining additional information on this initiative should contact Administrator DelliBovi at UMTA headquarters, 400 7th Street, S.W., Washington, D.C. 20590.

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U.S. Department of  
Transportation

# News:

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

FOR RELEASE MONDAY  
September 19, 1988

DOT 76-88  
Contact: Suzette Paes  
Tel.: (202) 366-4461

## VIDEO TELLS POLICE, FIREMEN HOW TO RESPOND IN HAZARDOUS MATERIALS INCIDENTS

A new video that tells fire and police personnel what steps to take in the event of a hazardous materials transportation accident or spill has been issued by the Research and Special Programs Administration (RSPA).

The 18-minute tape is designed for law enforcement, fire department and emergency response agencies, highway departments and others who may be the first to arrive on the scene of an incident.

RSPA Administrator Cindy Douglass said, "The new video provides information on emergency response procedures needed to make an assessment and take control measures at the scene of an incident. This kind of information is critical in protecting the safety of people and property."

The video explains Department of Transportation hazardous materials regulations; how to identify hazardous materials in vehicles in various modes of transportation; how to identify placards and labels that are required on vehicles and packages; and how to interpret information provided on shipping papers.

A copy of the videotape, titled "Awareness for Initial Response to Hazardous Materials Incidents," has been sent to the governor of every state. The video was developed in conjunction with the State of Illinois. Additional tapes can be obtained for copying from RSPA's Office of Hazardous Materials Transportation.

For further information, contact RSPA's Office of Hazardous Materials Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590.

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U.S. Department of  
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# News:

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

FOR RELEASE THURSDAY  
September 22, 1988

DOT 77-88  
Contact: Wendy DeMocker  
Tel.: (202) 366-4570  
Ed O'Hara  
Tel.: (202) 366-5571

## AIRLINE FARES LOWER, COMPETITION HAS IMPROVED UNDER DEREGULATION, BURNLEY SAYS

Average airline fares have declined and overall competition has improved substantially since deregulation of the airline industry began 10 years ago, Secretary of Transportation Jim Burnley said today.

He said, "Average fares adjusted for inflation have declined 13 percent between 1978 and June 1988, making air travel a bargain for the American consumer. Today, over 90 percent of all airline passengers are traveling on a discount fare, up from 48 percent before economic deregulation."

Testifying before the Senate Commerce, Science and Transportation Committee, Burnley cited a recent Congressional Budget Office study which concluded that most city-pair markets are more competitive today than they were in 1983. "Between 1978 and 1988, the number of city-pair markets receiving single-plane service from two or more air carriers increased from 1,266 to 1,869, a gain of 45 percent."

He said, "These trends represent a substantial improvement in overall competition in the airline industry."

The Secretary also cited a Brookings Institution study which estimates that lower fares and better service save airline passengers billions of dollars annually -- an estimated \$11 billion in 1987 alone, according to some experts -- over what would be the case if economic regulation by the CAB had continued.

In discussing recent airline mergers, Burnley made specific mention of the mergers of TWA with Ozark Airlines and of Northwest and Republic Airlines. Concern has been expressed that the

(more)

mergers would adversely affect service and fares at the major hub airports served by the merging carriers. TWA and Ozark both operated hubs at St. Louis. Both Northwest and Republic operated hubs at Minneapolis/St. Paul and Detroit.

"If you look at what has happened at St. Louis, Minneapolis/St. Paul and Detroit over the last two years, you will find that not only has new entry occurred at each of these hubs, but competing incumbent carriers continue to provide competitive service," he said.

At St. Louis, for example, he said Braniff has started new service and Southwest and United have increased service. Total weekly seats in the St. Louis market rose from 390,000 in March 1986 to 432,000 last month, an increase of almost 11 percent.

At Minneapolis/St. Paul, Braniff has started new service while American, Pan Am, and United have increased service. Total seats in the market have increased 13 percent since March 1986.

Burnley said a DOT analysis found that TWA fare increases in the St. Louis market in the first three quarters of 1987 compared to the same quarters in 1986 were within the range of increases experienced at two other hub airports not affected by the Northwest or TWA mergers.

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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 October 19, 1988

DOT 80-88

Contact: Wendy DeMocker  
Phone: (202) 366-4570  
James L. Bynum  
(202) 366-4043

**BURNLEY UNVEILS NEW PROGRAM  
TO FIGHT DRUG AND ALCOHOL ABUSE  
IN MASS TRANSIT INDUSTRY**

A new drug and alcohol abuse training program will provide transit managers with "knowledge in the legal, procedural and behavioral complexities of drug and alcohol use, abuse and detection," Secretary of Transportation Jim Burnley announced today.

"We look forward to assisting the transit industry in its training efforts and we intend to use all resources available in the battle to make the transit industry drug free," Burnley said. "Drug abuse training and education will reinforce our policy that the use and abuse of alcohol and drugs cannot be allowed in the public transportation workplace."

Section 10 of the Urban Mass Transportation Act of 1964 allows the agency to fund training for managerial, technical and professional personnel employed in the industry. A Single Agency Grant Program was developed last year to promote such efforts. Eligible training and education in transit agencies must be comprehensive and cost-effective. A 50/50 local-federal funding match will be used. There is now an opportunity to focus this program on the problem of drug and alcohol abuse in the transit industry.

"With this new knowledge, we will move a step closer to ensuring a safer ride for all the patrons of mass transit across this nation," Burnley added."

(more)

Under this initiative, the Urban Mass Transportation Administration (UMTA) modified its grant program to ensure that the programs of all Section 10 grantees include drug and alcohol awareness training. In addition, UMTA will encourage State Departments of Transportation to apply for Section 10 grants for statewide drug and alcohol abuse training for agencies not involved in the Single Agency Grant Program.

"This initiative will require transit agencies to include drug and alcohol abuse awareness training in any requests for funding of Single Agency Training Grants," UMTA Administrator Alfred A. DelliBovi said. "Transit agencies have a paramount duty to guarantee, as far as humanly possible, the safety and security of those who depend on the services we provide."

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U.S. Department  
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**Urban Mass  
Transportation  
Administration**

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Friday, October 21, 1988

DOT 82-88  
Contact: Wendy DeMocker  
Tel.: (202) 366-4570  
          Jeff Walter  
Tel.: (202) 366-2937

## SECRETARY BURNLEY PRAISES CONGRESSIONAL PASSAGE OF COMMERCIAL SPACE LAUNCH ACT AMENDMENTS

The Congress won accolades today from Secretary of Transportation Jim Burnley for passing an administration-backed bill that addresses the way government and industry will share responsibility for the risks associated with space launches.

The Secretary praised the legislation -- the Commercial Space Launch Act Amendments of 1988 -- saying, "This is a fair, workable approach to a very complex and critically important issue. The commercial launch industry is vital to America's economic, technological and security interests. The government must make sure that its policies and requirements allow commercial firms to compete successfully in the world launch marketplace."

The bill complements the government's on-going efforts to encourage the private sector to shoulder more responsibility for ensuring U.S. access to space. American unmanned launch vehicles have an excellent safety and reliability record. However, even though the possibility of a catastrophic accident is remote, U.S. firms were at a competitive disadvantage because foreign launch entities indemnify their customers.

The bill requires launch firms to buy insurance in an amount prescribed by DOT to cover both themselves and the government for damages resulting from accidents. The government would then assume responsibility in the unlikely event damages exceed insurance coverage. As part of a compromise with the Administration, the bill places a cap on the government's potential liability and the entire risk sharing scheme will be sunset after five years.

Commercial launch activities will start in earnest next March when McDonnell Douglas launches the INSAT 1-D satellite for the government of India. The U.S. Commercial Launch Manifest shows U.S. firms planning to launch 20 payloads through 1992.

- more -

The three largest aerospace manufacturers -- Martin Marietta, General Dynamics Corporation, and McDonnell Douglas Astronautics Company -- have estimated that their combined launch business initiatives will add about 8,000 direct and indirect new jobs to the economy. This does not take into account the employment that could be added as a result of the activity of entrepreneurial start-up firms like Space Services, Inc., American Rocket Company, Conatec, Inc. and E'Prime Aerospace Corporation.

The Office of Commercial Space Transportation has issued launch licenses to McDonnell Douglas Astronautics Company and Conatec, Inc. The Office has previously granted mission approvals to Space Services, Inc. and Martin Marietta and has several other application reviews under way.

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**U.S. Department of  
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# News:

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

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FOR RELEASE MONDAY  
October 24, 1988

DOT 83-88  
Contact: Wendy DeMocker  
Tel.: (202) 366-4570  
Ed O'Hara  
Tel.: (202) 366-5571

**U.S. GOES BACK TO STANDARD  
TIME SUNDAY, OCTOBER 30**

For most of the nation, standard time will return at 2 a.m. Sunday, Oct. 30. Clocks should be set back one hour at that time.

Under a law passed in 1986, daylight saving time is observed from the first Sunday in April to the last Sunday in October. Next spring, daylight saving time will begin April 2, 1989.

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

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

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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  
October 27, 1988

DOT 85-88  
Contact: Wendy DeMocker  
Tel.: (202) 366-4570  
Ed O'Hara  
Tel.: (202) 366-5571

## FAA CONTROLLERS TO GET ADDED PAY AT 10 HARD-TO-STAFF LOCATIONS

Some 2,000 air traffic controllers, inspectors and technicians at difficult-to-staff facilities will receive additional pay under a demonstration project announced today by Secretary of Transportation Jim Burnley and Director Constance Horner of the Office of Personnel Management.

Burnley said, "This project will enable us to recognize on a limited basis what private companies do when relocating employees, namely, that you have to pay people more if you expect them to transfer to facilities with complex operations or in areas with high living costs. I want to commend Connie Horner and her staff for working so diligently to help us design this project and expedite its approval."

Under the five-year demonstration, Federal Aviation Administration employees at 10 facilities in the New York, Chicago and Los Angeles metropolitan areas will receive an additional allowance of up to 20 percent of their basic pay. The project will test whether such pay incentives make it possible to recruit and retain employees in facilities that have been difficult to staff.

"This project should make it possible for FAA to achieve full staffing at facilities where living costs, highly complex operations, or other factors have made them less attractive locations for employees to move to," Burnley said.

A majority of the 2,000 employees affected will be controllers and the remainder will be airway facilities technicians and aviation safety inspectors. The technicians service and maintain air traffic control computers and other equipment.

(more)

The affected FAA facilities include Air Route Traffic Control Centers in Chicago (Aurora) and New York (Ronkonkoma); the Chicago O'Hare and Los Angeles International airport tower cabs and Terminal Radar Approach Control facilities (TRACONS); the New York TRACON at Westbury, and the Coast TRACON in Santa Ana, Calif., and Flight Standards District Offices in Los Angeles, Farmingdale, N.Y., Vailey Stream, N.Y., and Teterboro, N.J.

The payment of allowances is expected to begin next May. Before that time, DOT and OPM will discuss the project with employee labor organizations and hold public hearings to hear the views of employees. The law that permits OPM to approve such demonstration projects requires a six-month waiting period so that Congress can be notified and these activities can be completed.

If the program proves successful at the 10 locations, it could be expanded to other FAA facilities.

A notice explaining the test project will be published in the Federal Register.

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# News:

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

FOR RELEASE FRIDAY  
October 28, 1988

DOT 86-88  
Contact: Wendy DeMocker  
Tel.: (202) 366-4570  
Bill Mosley  
Tel.: (202) 366-5580

## DOT PROPOSES FORMAL POLICY STATEMENT ON INTERNATIONAL AIR TRAVEL REBATES

The Department of Transportation is proposing to amend its airline regulations by adding a summary of its current enforcement policy regarding rebates to consumers on international air fares, Secretary of Transportation Jim Burnley announced today.

The proposal, which was suggested by the American Society of Travel Agents (ASTA), is designed to help clarify for both the airline industry and the traveling public the limited circumstances under which the Department may consider such enforcement action, Burnley noted. For a number of years DOT and its predecessor, the Civil Aeronautics Board (CAB), have investigated airline and travel agent rebating practices only when they involved consumer fraud, discrimination or antitrust violations.

Under a provision of the Federal Aviation Act, it is unlawful for an air carrier or ticket agent to charge a purchaser of foreign air transportation any amount other than that stated in the applicable tariff. The statute has been construed to prohibit a travel agent from sharing his or her commission on international tickets with the purchaser.

Since the passage of the Airline Deregulation Act of 1978 and the International Air Transportation Competition Act of 1979, many payments and services provided to consumers in foreign air transportation are no longer considered to be prohibited rebates. Moreover, those arrangements that still technically constitute rebates are subject to a restricted enforcement policy. Neither the Department nor the CAB has brought an enforcement case based solely on the discounting of tariffs since 1978.

The Notice of Proposed Rulemaking (NPRM) would add a new policy statement to the Department's rules regarding rebating in foreign air transportation. Under this policy, the Department will continue to review complaints alleging illegal rebating on a case-by-case basis. Enforcement action may be taken only if the following criteria are met: (1) the rebate occurs in connection with fraudulent or deceptive practices, (2) it is offered on an invidiously discriminatory basis, or (3) it adversely affects competition because the rebates are associated with activities that violate antitrust laws.

A rebate may be found to be connected with fraudulent or deceptive practices where, for example, a rebate is offered in connection with a "bait-and-switch" scheme whereby the seller uses the rebate offer to attract a client and then pressures the customer to purchase a higher-fare ticket.

Comments on the proposal should be received by the Department no later than Dec. 20, 1988.

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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  
November 3, 1988

DOT 87-88  
Contact: Wendy DeMocker  
Tel.: (202) 366-4570  
Bill Mosley  
Tel.: (202) 366-5580

## AIRLINE SAFETY INDICATORS, PERFORMANCE SHOW VAST IMPROVEMENT IN 1988

Important airline safety and service indicators are showing a vast improvement this year when compared to 1987, Secretary of Transportation Jim Burnley said today.

"Statistics indicate that our efforts to improve airline safety and service to consumers are reaping dividends," Burnley said. "They are especially significant given that they come at a time of steadily growing air traffic."

Near midair collision reports, air traffic controller errors, air fatality rates, flight delays and airline consumer complaints all declined significantly during the first nine months of 1988.

Near midair collision reports dropped by 35 percent in the January-September period when compared with the same months in 1987, while operational errors by controllers were down by 15 percent.

The Department also reported that the on-time performance of the nation's major airlines showed vast improvement in 1988. In September, the 13 largest passenger carriers recorded an 85.6 percent on-time arrival record, their best ever month since they started reporting flight data to DOT more than a year ago. September was the sixth consecutive month in which the carriers' overall on-time performance exceeded 80 percent, an impressive mark when compared to the 66.4 percent reported in December 1987.

During the first nine months of 1988, The Federal Aviation Administration (FAA) received 560 pilot reports of near midair collisions, compared with 864 during the same period last year. FAA generally defines a near midair collision as two or more aircraft coming within 500 feet of each other and creating a potential collision hazard. However, the data base also includes many reports in which the separation distance was given at more than 500 feet but the flight crews believed a collision hazard existed.

The number of operational errors in the January-September period was 808, compared to 953 in the first nine months of last year. An operational error occurs, for example, when controllers fail to maintain a five-mile standard separation between aircraft required in en route airspace. The great majority do not involve near midair collisions or other safety problems.

-more-

Fatal accident rates for scheduled air carriers declined markedly during 1988. The rate for the first nine months of this year was 0.031 fatal accidents per 100,000 hours compared to 0.041 for all of 1987, representing a 24 percent decline.

Consumer complaints against airlines for the first nine months of 1988 also declined. Some 20,504 complaints were registered with the Department's Office of Consumer Affairs from January through September 1988 compared with 35,118 during the same period of 1987, a decline of 42 percent.

For the first nine months of 1988, FAA tallied 246,518 delays of 15 minutes or more at the nation's airports and in the en route phases of flight. This is 12 percent less than the 280,514 encountered through September of last year.

The DOT on-time performance figures are derived from data provided to the Department by the 13 largest U.S. airlines, and include all delays except those due to mechanical problems. FAA's delay figures apply to all aircraft operations at the nation's largest airports, and count only those delays that result from "system" problems, such as bad weather, heavy traffic volumes, air traffic control equipment problems and airport construction.

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Office of the Assistant Secretary for Public Affairs  
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FOR RELEASE THURSDAY  
November 3, 1988

DOT 88-88  
Contact: Wendy DeMocker  
Tel.: (202) 366-4570  
Hal Paris  
Tel.: (202) 366-5571

## AIRLINES REPORT BEST EVER PERFORMANCES IN DELAYS, BAGGAGE PROBLEMS; CONSUMER COMPLAINTS FEWEST SINCE JANUARY 1987

The nation's major airlines enjoyed a banner month in September reporting "best ever" performances in the number of flight delays and baggage problems, the Department of Transportation said today.

The Department, releasing its monthly Air Travel Consumer Report, also noted a continued downward trend in the number of consumer complaints, which fell in October to the lowest total since January 1987.

The 13 largest domestic carriers reported that 85.6 percent of their flights operated on time in September, compared to August's 83.0 percent performance. It was the airlines best showing over the last 13 months, or since September 1987 when a DOT disclosure rule required large carriers to report monthly flight information. The best previous month was June's 84.3 percent showing.

The Department said it was the sixth consecutive month the airlines reported an on-time performance of over 80 percent. The 85.6 percent performance was a significant improvement over last December when the carriers turned in a 66.4 percent on-time record. In compiling the data, delays caused by mechanical problems are not counted.

Consumer complaints against the industry reported to DOT in October totaled 1,370, a 28 percent decline from the 1,897 complaints recorded in September. The October figure is 62 percent below the 3,635 complaints registered in October 1987.

Mishandled baggage reports filed by passengers against the carriers showed a dramatic decline, averaging 5.71 reports per 1,000 passengers in September compared to 7.03 reports in August. During the 13 months the report on baggage problems has been issued, the best previous month was in May with a 6.16 showing.

- more -

The Department again reminded consumers who want on-time performance data for specific flights to call airline ticket offices or their travel agents. The on-time performance information is available on the computerized reservation system screens used by these agents.

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.

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# News:

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

FOR IMMEDIATE RELEASE  
Monday, November 7, 1988

DOT 89-88  
Contact: Wendy DeMocker  
Tele.: (202) 366-4570  
Suzette Paes  
Tele.: (202) 366-4461

## DOT SEEKS ADDITIONAL COMMENTS ON REGULATIONS FOR ANHYDROUS AMMONIA

The Department of Transportation is seeking public comments on possible alternatives to a proposed new hazard class for certain gases including anhydrous ammonia, a widely-used farm fertilizer, Secretary Jim Burnley announced today.

The Secretary said, "While it is imperative to convey accurately the potential dangers of hazardous materials in transportation, we believe it is prudent to consider alternatives if the record demonstrates that the impact of reclassifying anhydrous ammonia would be more severe than necessary to address the safety of specific or limited operations."

A Supplemental Notice of Proposed Rulemaking, soliciting further public comments, is being issued as a result of contemplated action that would reclassify anhydrous ammonia from a nonflammable to a poisonous gas. The primary purpose of the proposed reclassification is to serve as an accurate hazard warning to those persons who respond to an accident scene, such as police, firemen, and emergency medical personnel.

A proposed rule issued in May 1987 would establish a new classification for some 70 toxic gases--those which can result in death if their fumes are inhaled. These would be further subdivided according to degree of hazard, with anhydrous ammonia being assigned to the lowest risk category. More than 1,000 comments were received on the general proposal known as HM-181, with some 700 directed to the proposed reclassification of anhydrous ammonia.

-more-

The supplemental notice will be published in the Federal Register. In that Notice, DOT's Research and Special Programs Administration (RSPA) will suggest various alternative positions including: adopt the proposed reclassification as explained in the rulemaking, adopt the proposed scheme but with special provisions based on the nature of the operation (such as farming), and adopt a new classification (such as corrosive).

Because of the broad scope of the rulemaking, RSPA has announced that no final rule would be issued before the end of 1989.

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M-493  
**News:**

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

FOR RELEASE MONDAY  
November 14, 1988

DOT 90-88  
Contact: Wendy DeMocker  
Tel.: (202) 355-4570

**TRANSPORT EMPLOYEES SUBJECT TO DRUG  
TESTING UNDER NEW DOT RULES**

Approximately four million transportation employees who have safety or security related responsibilities will be subject to random drug testing, as well as other kinds of drug testing, starting late next year under a series of new rules announced today by Secretary of Transportation Jim Burnley.

"The potentially disastrous consequences from even a single mistake because of drug use have compelled us to issue these rules in the hope that we can eliminate drug use from these critical jobs. The American people demand and expect a drug-free transportation system. These new rules will take us as far as practically possible toward that goal," Burnley said.

The rules cover approximately 538,000 aviation industry employees, including pilots, flight attendants, mechanics, airport security screening personnel, flight engineers and aircraft dispatchers; 3,000,000 truck and bus drivers operating in interstate commerce, 90,000 railroad employees (who are already subject to limited alcohol and drug testing required by existing federal regulations); 195,500 mass transit employees; 120,000 seamen serving on commercial vessels and 116,500 employees of companies that operate pipelines used to transport natural gas and hazardous liquids.

The final rules generally require five kinds of testing -- random, pre-employment, periodic, reasonable cause and post-accident drug testing for the presence of marijuana, cocaine, opiates, amphetamines and phencyclidine (PCP).

To ensure that testing of employees is conducted in a fair, accurate manner and to protect the privacy and the dignity of the individual, procedures under the rules must follow DOT standards for specimen collection and laboratory analysis and qualifications. These are based on Department of Health and Human Services guidelines.

Transportation employees who test positive will be removed from their duties. An employee can be reinstated only with the approval of a medical officer, after completing rehabilitation. The rules encourage but do not require companies to offer employees an opportunity for rehabilitation.

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All employers covered by the rules are required to have an Employee Assistance Program that provides information and training for employees and supervisory personnel on the effects of drug use on health and safety.

Under the new rules, large companies and agencies generally will be required to implement drug testing by December 1989. Smaller employers will have longer periods of up to two years to begin testing.

Examples of Covered Employees:

Aviation. Under the Federal Aviation Administration rule, pilots, flight attendants, mechanics, airport security screening personnel, flight engineers and aircraft dispatchers will be subject to drug testing. Contractors performing safety and security-related functions will also have to have a drug testing program. The aviation drug rule does not apply to private pilots.

Highways. Drivers of interstate commercial trucks and buses are already prohibited from using drugs, such as amphetamines, narcotics or other habit-forming drugs.

Under the Federal Highway Administration rule, interstate motor carriers are required to develop drug testing programs for drivers of trucks weighing 26,001 pounds or more, trucks of any size carrying hazardous materials that require a placard to be carried on the vehicle, and buses carrying more than 15 passengers.

Truck owner-operators also will be subject to testing, either by a motor carrier with whom they have a contract or under their own arrangements, such as through a consortium of owner-operators.

Railroads. Railroad employees covered by the new Federal Railroad Administration rule include those directly involved with the movement of trains, such as train crews, railroad yard crews, dispatchers, conductors and persons responsible for installing and maintaining signal systems.

The new rule strengthens an existing rule by mandating random drug testing and prohibiting the use of controlled substances by workers on or off duty. Since 1985, railroad employees have been subject to a program that includes pre-employment, post-accident and reasonable cause testing.

Mass transit. Under the Urban Mass Transportation Administration rule, transit systems are required to have drug programs covering transit vehicle operators, vehicle controllers and vehicle maintenance workers. Transit systems that fail to implement a program will be ineligible for federal funds.

Merchant Marine. The U.S. Coast Guard rule covers merchant seamen aboard a vessel who perform duties directly affecting the safety of vessel operations. Any licensed or documented seaman, whether or not a member of the crew, is subject to the rule.

Also, anyone engaged to work in a sensitive safety position aboard a vessel that is required to be operated by a licensed or documented individual is subject to the rule. This would include state-employed pilots, certain industrial personnel and undocumented crew members. The rules do not apply to employees such as waiters, waitresses, bartenders and musicians serving on board a vessel. Self-employed vessel operators are also covered by the rule.

Pipelines. The Research and Special Programs Administration rule covers employees performing certain operation, maintenance and emergency response functions on pipeline and LNG facilities. Companies subject to this regulation operate 1.7 million miles of pipelines used to transport natural gas and hazardous liquids, and operators who produce and store liquefied natural gas (LNG).

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# News:

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

FOR RELEASE WEDNESDAY  
November 23, 1988

DOT 92-88  
Contact: Wendy DeMocker  
Tel.: (202) 366-4570  
Elaine Matrigali  
Tel.: (202) 366-5571

DE FORE APPOINTED  
DEPUTY ASSISTANT SECRETARY  
FOR PUBLIC AFFAIRS AT DOT

Ron De Fore has been appointed Deputy Assistant Secretary for Public Affairs at the U.S. Department of Transportation specializing in media relations and special projects.

De Fore was appointed Director of the Office of Public and Consumer Affairs for the National Highway Traffic Safety Administration in August of 1986. Prior to that, he was the media press officer and Acting Director of Public Affairs with the United States Peace Corps.

De Fore has an extensive background in media relations, promotions and marketing acquired during his six years of federal government service and, prior to that, from various positions he held in the film, television, and music industries.

He began his career in television production at KTLA-TV in Hollywood, Calif., where he held the positions of Associate Director of The Steve Allen show; Associate Producer of a daily public service/news program; and Assistant Director of on-air promotions.

De Fore was also TV production coordinator at Paramount Studios and Billy Jack Productions, and he free lanced as music/entertainment director for various record companies and entertainment establishments in Southern California, the Caribbean, and Australia.

He is a California native and attended the University of Oregon. De Fore is married to the former Laurie Gambino of St. Clair Shores, Mich., and they reside in Annandale, Va.

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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 WEDNESDAY  
December 7, 1988

DOT 93-88  
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## DOT REPORTS FEWEST COMPLAINTS AGAINST AIRLINES IN TWO YEARS

Consumer complaints against the nation's airlines declined in November to their lowest level in two years, the Department of Transportation said today in releasing its monthly Air Travel Consumer Report.

Complaints against the industry reported to DOT in November totaled 1,196, a decline from the 1,370 complaints recorded in October. The November figure is 60 percent below the 2,981 complaints registered in November 1987. Last month's figure was the lowest since December 1986, when the total reached 1,095.

"Since September of 1987, when a DOT disclosure rule required the carriers to report monthly flight information, the airlines have taken steps to publish realistic schedules and improve their service to consumers," Secretary of Transportation Jim Burnley said.

The 13 largest domestic carriers showed an on-time performance of over 80 percent for the seventh consecutive month. The carriers reported that 83.4 percent of their flights arrived on time in October, compared to September's 85.6 percent. September 1988 was the "best ever" performance turned in by the airlines. In compiling the data, delays caused by mechanical problems are not counted.

The October results reflect the effects of the new FAA flow control program affecting two airports in Chicago. On Oct. 3, the FAA imposed new limits on the number of arrivals per hour at O'Hare and Midway Airports to relieve congestion. The FAA reduced the acceptance rate at these airports from 96 arrivals an hour to 80, assuming the best weather conditions. That procedure has created some additional delays, since flights destined for Chicago are held on the ground at the departure airports until they can be safely released into the Chicago traffic stream. On November 28, the FAA increased the acceptance rate from 80 to 85 an hour.

The Consumer Report also provides information on baggage problems reported in October and the number of passengers "bumped" from oversold flights in the first three-quarters of 1988.

The number of passengers denied boarding (bumped) involuntarily for the first three quarters of 1988 was down to a 3.01 rate per 10,000 boardings compared to 4.29 for the January-September period in 1987.

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Mishandled baggage reports filed against the carriers showed a slight increase, averaging 6.09 reports per 1,000 passengers in October compared to 5.71 reports in September, the best month reported by the carriers.

The Department again reminded consumers who want on-time performance data for specific flights to call their airline ticket offices or their travel agents. Such information is available on the computerized reservation systems used by these agents.

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 DOT's Transportation Systems Center in Cambridge, Mass.

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**U.S. Department of  
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# News:

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

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FOR IMMEDIATE RELEASE  
Wednesday, December 14, 1988

DOT 94-88  
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Hal Paris  
Tel.: (202) 366-5571

## **DOT DENIES ALPA PETITION; SAYS EASTERN FIT TO OPERATE**

The initiation of a continuing fitness investigation of Eastern Air Lines is not warranted, the Department of Transportation said today in a strongly-worded order denying a petition by the Air Line Pilots Association (ALPA).

"Based on our earlier preliminary investigation of Eastern and our review of publicly available current information, we believe that Eastern remains fit to operate," said the Department order, signed by Secretary Jim Burnley.

The decision was reached after carefully examining the pleadings and supporting documentation filed by ALPA, the International Association of Machinists and Aerospace Workers (IAM), and Eastern Air Lines, along with other available information. The Department said ALPA failed to present any basis for instituting a formal investigation into Eastern's continuing fitness. Therefore, it denied the union's Dec. 7, 1988 petition.

"The only cause for concern with respect to safety issues has been created by the irresponsible conduct of ALPA and the IAM in withdrawing from the safety committee process, headed by former Labor Secretary William Brock," Secretary Burnley said. "Secretary Brock has written to each of them asking that they rejoin the safety committees, a request I fully endorse. As I have said before, no party to a labor-management dispute should use safety issues to attempt to gain leverage on economic issues."

The Secretary called ALPA's petition "a transparent attempt to put pressure on Eastern by raising new safety concerns. This borders on abuse of the Department's processes, particularly in view of ALPA and the IAM's 'unclean hands' resulting from their withdrawal from the safety committees."

- more -

On April 13, 1988, DOT announced it was undertaking a preliminary investigation of the fitness of Texas Air Corporation (TAC) and its subsidiaries, including Eastern and Continental Air Lines. DOT conducted an exhaustive investigation, using a staff of 30 Department analysts, investigators and attorneys who devoted full time to the effort for six weeks.

The investigation included interviews, depositions and meetings with more than 200 employees and corporate officials, from mechanics and pilots to the Chief Executive Officers and Presidents of TAC, Eastern and Continental. Tens of thousands of pages of documents were reviewed and investigative teams visited operating facilities at five airports and corporate offices at Houston and Miami.

At the same time, the Federal Aviation Administration (FAA) initiated a special 30-day inspection of Eastern that was subsequently broadened to include Continental. The FAA ramp inspection involved over 7,700 hours of inspection time by the end of the 30-day period and every aircraft of each carrier's entire fleet was inspected at least once.

On June 2, DOT issued a final report and said the investigation showed that both Eastern and Continental continued to meet the Department's fitness standards with respect to management, finances and compliance disposition. With respect to financial fitness, the investigation found that despite significant financial losses at both Continental and Eastern, each carrier had sufficient assets and access to capital to operate safely and without undue risk to the public, and there did not appear to be any significant question about their financial viability for the near term.

The investigation did find that the labor-management tension at Eastern raised concerns about that carrier's ability to comply in a full and satisfactory way with DOT's safety requirements over the long term. As a result, Secretary Burnley announced that he had asked Secretary Brock to work with Eastern's management and employees to build the lines of communication and cooperation within the company that are needed to maintain the highest level of safety.

On July 6, Burnley announced that Secretary Brock's efforts had resulted in the successful negotiation of an agreement between Eastern's management and its independent employees and unions to establish procedures that would open lines of communication between management and employees and to address safety issues identified in the investigation. Under the agreement, a Master Safety Committee as well as several local labor/management safety committees were formed and met over the course of the next several months. Despite what appeared a good faith effort by all concerned to improve the situation and some movement in that direction, ALPA and the IAM recently notified Secretary Brock that they were withdrawing from the procedures established by the agreement.

ALPA, the Department said in its order, does not now claim that Eastern is currently unsafe or otherwise unfit to operate as a certificated air carrier. Eastern states that it is taking the financial steps it believes are necessary to stay in business. The Department will not attempt to second guess the decisions of Eastern management or attempt to take its place in running the carrier. More importantly, the carrier has demonstrated that it has the financial strength to operate safely and without undue risk to consumers.

Furthermore, the FAA has reaffirmed that Eastern is operating in a safe manner and that the carrier is working closely with the FAA to ensure continued compliance with safety requirements. The FAA has established a certificate management unit of 21 inspectors and supervisors to monitor the operations of Eastern. The FAA's expanded oversight of Eastern's operations provides added assurance of continued safe operations.

"We are concerned that the long-standing animosity between Eastern's management and labor, as evidenced by repetitive litigation, may have now spilled over into a fitness context," the order said. "The Department's fitness process is not designed to deal with labor-management disputes, nor was it ever intended for that purpose. Those disputes would best be resolved by the parties themselves."

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