



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, January 5, 1989

DOT 01-89
Contact: Wendy DeMocker
Tel.: (202) 366-4570

DOT REPORTS INCREASED CAREER GAINS FOR WOMEN EMPLOYEES SINCE 1983

"Women employees in the Department of Transportation have made significant career gains since 1983," Secretary of Transportation Jim Burnley said today, in reporting on the program to improve opportunities for women in the Department.

"Because transportation occupations have traditionally been male dominated, progress must continue to be made in the future. But we are proud of the success of our efforts to encourage qualified women and prepare them for higher-level responsibilities," Burnley said.

According to DOT, there has been improvement in almost every aspect of employment for women:

- o Employees in the Senior Executive Service (SES) have increased 5.1 percent since 1983, up to a total of 10 percent, which is 1 percent higher than the government-wide average of SES women.

- o Women in grade GS-13 and higher are now 8.5 percent of the DOT workforce, an increase of 4.5 percent, but still below the government-wide average of 14.2 percent.

- o In key occupational areas, women now hold 12 percent of the positions, an increase of 5.5 percent. The key areas include jobs in air traffic control, aviation safety, computers and electronics, as well as civil, electrical/electronic and general engineering.

- o More than 900 DOT women are in new and/or different careers as a result of their participation in the Upward Mobility Program, the Graduate Cooperative Education Program, and Federal Aviation Administration Air Traffic Controller Cooperative Education and Predevelopment Programs.

- o The average grade for all women in the DOT workforce is up one grade to 8.5, which matches the government-wide average, also 8.5.

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Since the Secretary's Initiatives to Improve Opportunities for Women began in 1983 under former Secretary Elizabeth Hanford Dole, more than 950 women in grades GS-11 to 14 have attended the Seminar for Prospective Women Managers, and 145 more women are scheduled to attend in fiscal year 1989. In grades GS-5 through 9, some 250 women have received training in Career Planning for Employees with Limited Advancement Opportunities.

In addition, the participation rate of DOT women employees has doubled in some of the non-DOT management development programs, such as the Federal Executive Institute and the Brookings Institute.

Although the major focus of DOT's program for women has stressed greater opportunities for training and developmental assignments of current employees, the number of women in DOT has increased 4.2 percent since 1983, and women now comprise 23.2 percent of the total employees. The department said this shows steady progress towards achieving the government-wide average of 43 percent.

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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

M-493

FOR IMMEDIATE RELEASE
Thursday, January 5, 1989

DOT 02-89
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DOT REPORTS FEWEST COMPLAINTS AGAINST AIRLINES IN FOUR YEARS

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

Complaints reported to DOT in December dipped to 724, the fewest recorded since December 1984 when the total reached 552. Last month's total represents a 40 percent decline from the 1,196 complaints logged in November.

Annually, complaints for calendar year 1988 reached 23,844, a dramatic 47 percent decline from the 44,857 complaints counted in the 12-month period of 1987.

"During 1988, the airlines responded to passenger dissatisfaction by competing much more vigorously on service issues," Secretary of Transportation Jim Burnley said. "This competition was spurred in part by the on-time performance disclosure rule issued in September 1987 by former Secretary (Elizabeth) Dole."

Meanwhile, the 13 largest domestic carriers showed an on-time performance of 77.7 percent in November, down from the 83.4 percent recorded in October. The decline is largely due to the onset of winter weather conditions. In November 1987, these same airlines reported an on-time performance of 76.0 percent. In compiling the data, delays caused by mechanical problems are not counted.

Mishandled baggage reports filed against the carriers showed a slight increase, averaging 6.17 reports per 1,000 passengers in November compared to the 6.09 reported in October. However, in November 1987, carriers averaged 7.88 reports per 1,000 passengers.

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:

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

FOR RELEASE TUESDAY
January 10, 1989

DOT 03-89
Contact: George Kovatch
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DOT AWARDS NEARLY \$3.4 MILLION FOR SMALL BUSINESS INNOVATION RESEARCH

The Department of Transportation has awarded nearly \$3.4 million in 1988 Small Business Innovation Research (SBIR) contracts for scientific and engineering proposals aimed at solving challenging transportation problems, Secretary Jim Burnley announced today.

Established by Congress, the SBIR program has resulted in an important and growing relationship between the federal government and all types of small business firms throughout the United States.

In 1988, nine companies selected for DOT SBIR awards will receive up to \$300,000 each for research or R&D to be performed on their proposed technologies over the next two years. An additional 18 contracts totaling approximately \$900,000 were awarded to carry out experimental or theoretical research over a six-month period. Each of the 18 contracts is for a value of up to \$50,000. The research projects were selected from over 500 proposals submitted by small businesses in response to the Department's SBIR solicitation earlier this year.

Some of the research to be performed includes: inspection of accident damaged railroad tank cars; automotive restraint systems for handicapped and elderly persons; measurement of stress in bridges; inspection of aircraft structures; airline baggage inspection system; and computer-aided accident data collection and transmission systems.

- more -

Phase I Awards (18) (\$875,341)

Arizona

Advanced Structures Technology, Inc., Phoenix
"Development of an Advanced Fan Blade Containment System"

California

Astrophysics Research Corp., Long Beach
"Shadowgraph Enhancement"

Computer Sonics, Inc., Irvine
"Road Tests and Evaluation to Determine Effectiveness of Traffic Accident Prevention Sonic Device to Improve Safety of Motorcyclists and School Bus Occupants"

Dynamic Analysis & Testing Associates, Carlsbad
"Clipboard Computer for Accident Data Collection and Transmission"

Netrologic, Inc., San Diego
"Neutral Networks for Air Traffic Control"

Quantum Magnetics, Inc., San Diego
"Glass Bottle Contents Verification System"

Florida

Schwartz Electro-Optics, Inc., Orlando
"Overhead Infrared Vehicle Detector"

Kentucky

ACOM Microwave, Louisville
"TCAS I Development"

Maryland

Adian Engineering Corp, Silver Spring
"Breakaway Luminaire Supports for Mini-Cars"

General Technology, Inc., Silver Spring
"Non-Intrusive Acoustic Echo-Ranging Gage for Laboratory Use"

K.T. Analytics, Inc., Frederick
"An Assessment of Travel Demand Management Approaches at Suburban Activity Centers"

Massachusetts

Spire Corp., Bedford
"NDI of Composite Structural Materials by Gamma Scatter Sensing"

New Mexico

Science and Engineering Associates, Inc., Albuquerque
"Measuring Live Load Stresses on Bridges"

New York

Hartley Associates, Inc., Buffalo
"Development of Inflatable Restraint Systems for the Handicapped and Elderly"

WRTB, Inc., d/b/a K-11 Enterprises, Camillus
"Proximity Indicator for School Bus Occupant Safety"

Ohio

Patrick Consult, Inc., Cincinnati
"Network of Learning Systems for Air Traffic Planning and Control"

South Dakota

RE/SPEC, Inc., Rapid City
"Stressmeter for Measuring Dynamic Bridge Stresses"

Washington

Failure Analysis Associates, Bothell
"Nondestructive Test Methods for Accident Damaged Insulated Tank Cars"

Phase II Awards (9) (\$2,485,831)

Arizona

Lighting Sciences, Inc., Scottsdale
"Research, Development and Prototyping of a Traffic Signal Photometer"

California

AccSys Technology, Inc., Pleasanton
"A Compact Accelerator-Based Neutron Source for Baggage Interrogation"

Advanced Decision Systems, Mountain View
"An Automated Injury Coding System"

Quantum Magnetics, Inc., San Diego
"Squid NMR for Explosives Detection"

Speech Systems, Inc., Tarzana
"Large Vocabulary Continuous Speech Interface to an ATC Simulator"

Maryland

Adian Engineering Corp., Silver Spring
"Development of a Production Prototype and Field Demonstration of a Self-Restoring Channelizing Device"

New York

Beltran Inc., Brooklyn
"Post-Crash Aircraft Fuel-Fed Fire Prevention"

Ohio

NTI, Inc., Dayton
"Workload Assessment Technologies for the Optimization of Data Link Controller Procedures"

Virginia

HumRRO International, Inc. Alexandria
"Prototype Design of a Laser Disc Computer Program (or Related Technology) To Use To Maintain the Skills of Emergency Medical Technicians"

The SBIR program consists of a three-phase process. During Phase I, recipients conduct feasibility-related experimental or theoretical research or R&D on selected transportation topics. The dollar value of each award 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 each award is limited to \$300,000. 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 1988 awards or to be placed on the mailing list for the 1989 solicitation that will be issued in February of 1989 should write to: DOT SBIR Program Office, DTS-23, Transportation Systems Center, Kendall Square, Cambridge, Mass. 02142.

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News:

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

FOR IMMEDIATE RELEASE
Wednesday, January 11, 1989



DOT 04-89
Contact: Wendy DeMocker
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DOT WARNS CONSUMERS ON SUPER BOWL XXIII AIR TRAVEL AND GAME TICKETS

The Department of Transportation today warned air travelers for Super Bowl XXIII between Cincinnati and San Francisco that not all tour packages include a ticket or tickets to the Jan. 22, 1989 game in Miami.

The Department's Office of Intergovernmental and Consumer Affairs reminds consumers that if a game ticket is not specifically mentioned in the advertising material 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 travel agents or 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 the Department's consumer protection rules, a charter 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 any money down, consumers are advised to:

- Read the tour brochure and any other advertising material carefully.
- Consider paying by credit card, which provides some degree of protection under fair credit practice laws.

- more -

Super Bowl packages involving charter flights carry additional consumer protections:

- If the charter tour is supposed to include a game ticket and you do not receive one, you are entitled to a full refund of the entire package price when you return.
- 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 the operator/participant contract, or a price increase of more than 10 percent, you may cancel and receive a full refund.
- Beginning 10 days before departure, no price increases are permitted and the charter may not be canceled except for causes that make it physically impossible to operate.
- You are entitled to see and have a copy of a detailed "operator/participant contract."

Further, both scheduled and charter flights have check-in time limits. The Department advises passengers to consult their travel agent, charter operator or airline for check-in time deadlines and arrive at the check-in point well before that time.

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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
January 18, 1989

DOT 05-89
Contact: Wendy DeMocker
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Robert Crecco
Tel.: (202) 366-4866

1988 TRANSPORTATION HISTORIC PRESERVATION AWARD WINNERS ANNOUNCED BY DOT

The winners of the biennial Award for Outstanding Public Service to Transportation and Historic Preservation were announced today by the Department of Transportation. John F. W. Rogers, Chairman of the Advisory Council on Historic Preservation, joined the Department in honoring the winners.

The biennial awards program is sponsored by the Department and the Advisory Council. It recognizes exemplary solutions to problems involving transportation and historic preservation. Sixty-six nominations were evaluated, sixteen winners were chosen and seven projects were selected for honorable mention.

The winners in the mass transportation category include:

- City of Fullerton, Calif., for planning, restoring and reusing three historic railroad depots as a transportation center;
- Fort Collins, Colo., Municipal Railway Society, Inc., for its accurate restoration of the Ft. Collins streetcar, rebuilding of the original rail route, and the volunteer operation of the streetcar as part of the city's transportation system.

The award in aviation goes to Paul H. Poberezny, founder and president of the Experimental Aircraft Association, Oshkosh, Wis., for establishing Pioneer Airport as a home for historic barnstorming airplanes, and for constructing an exact replica of the Spirit of St. Louis to recreate the 50th anniversary tour of the country by Charles Lindbergh.

In the area of highways, winners include:

- Hennepin County, Minn., Bureau of Public Service for preserving the 1887 Broadway Bridge in Minneapolis by relocating it in the Nicollet Island Park for pedestrian-bicycle use;

- Pennsylvania Department of Transportation for an exemplary historic highway bridge preservation plan that lists and evaluates 1,635 significant structures, and for developing a guide to preserve and maintain them;
- Rhode Island Department of Transportation for its major historic and archaeological preservation achievement in determining the East Greenwich and North Kingston Route 4 alignment in close coordination with varied interest groups, and for its wide ranging public information program on the project's cultural resources; and,
- Illinois Department of Transportation for replacing the historic Sylvan Road Bridge in Glencoe with an exact replica. The 1911 concrete bridge was the only one ever designed and built by Frank Lloyd Wright.

Selections in the maritime category include:

- Duluth, Minn., State Convention Center Administrative Board for restoring and preserving the historic Great Lakes bulk carrier steamship WILLIAM S. IRVIN as a tourist attraction and focal point for business development;
- Hull, Mass., Lifesaving Museum for restoring Pt. Alberton Life Saving Station as a community education center for reviving Coast Guard lifesaving techniques;
- Virginia Beach Maritime Historical Museum for preserving the Virginia Beach Station as a museum, research center, and community education facility on the 200 year maritime history of the station and seashore.

The winners in the railroad associated facilities category include:

- Department of Natural Resources, State of Alaska, for preserving and rehabilitating early vestiges of the Alaska Railroad facilities as a park museum with rolling stock, artifacts and interpretive displays;
- Edward D. Jones, St. Louis, for his vision and substantial efforts in convincing Missouri legislators to use a 200-mile abandoned KATY railroad right-of-way as a trail, and for his financial contribution that made the development possible;
- Gulf Coast Development, Inc., Gallatin, Tenn., for successfully preserving and reusing the Nashville Union Station as an elegant hotel;
- The Branford Electric Railway Association, New Haven, Conn., for restoring to operating condition the Derby Locomotive, the world's first electric freight engine and only surviving artifact from that 1887 electric pioneering era;
- Village of Tamms, Ill., for rehabilitating and reusing the village's railroad depot as a village hall, preserving its last remnant of the 1800's, and;

- White Pine Historical Foundation, East Ely, Nev., for establishing a railroad-copper industry museum around the historic Nevada Northern Railroad, and for running the railroad as a living museum with scheduled train trips.

Honorable Mention Awards went to:

- The Preservation League of New York;
- Missouri-Kansas-Texas Railroad Company;
- Michael Ryan, Ashland, Wis.;
- Fire Island (N.Y.) Lighthouse Preservation Society, Inc.;
- City of Jacksonville, Fla.;
- Wisconsin Department of Transportation, and;
- Ad Hoc Committee for Pittsburgh Locks of the Pennsylvania Canal.

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

FOR RELEASE WEDNESDAY
January 18, 1989

DOT 07-89
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Ed O'Hara
Tel.: (202) 366-5571

BURNLEY ORDERS STEPS TO IMPROVE PIPELINE SAFETY PROGRAM

Secretary of Transportation Jim Burnley today issued a task force report finding that DOT's pipeline safety program is generally effective but recommending basic improvements in the program.

"The Research and Special Programs Administration has established a solid safety record in monitoring the performance of operators of 1.7 million miles of pipeline," Burnley said. "Taking the steps recommended by the task force will enable RSPA to build on that record."

RSPA Administrator Cindy Douglass said, "Over the years, RSPA has established a first-rate record in monitoring the safe operation of the nation's pipeline system. I look forward to implementing the task force's recommendations, including those aimed at strengthening the enforcement program."

The DOT's Safety Review Task Force found that the pipeline safety program "is generally effective in reducing the risks to the public" posed by pipeline transportation of natural gas and hazardous liquids. "Given the size of the system, the safety record for pipeline transportation has been relatively good," the task force said.

The report noted that RSPA has begun to impose large civil penalty sanctions for violations of the regulations, demonstrating a tougher enforcement policy. RSPA also has developed a computer program linking accidents and compliance histories with pipeline operations data to help set inspection priorities.

However, the task force found that some problems persist in RSPA's pipeline safety enforcement program. It found that despite recently implemented enforcement procedures, the problem of insufficient region-to-headquarters coordination persists. The

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result is that cases are not adequately documented and supported, enforcement policies are not always consistent from region to region, and chronic violators are not easily identified.

To remedy this problem, the task force recommends that pipeline inspectors work more closely with the headquarters staff to assure that cases submitted for civil penalty or other sanctions are strongly supported, and that a company's enforcement history is readily available and has been taken into account in determining sanctions to be imposed.

The task force also said RSPA should develop internal guidelines specifying the type of enforcement cases that should be reviewed by headquarters, outlining procedures for adequate documentation of cases, and explaining the type and severity of sanctions that should be imposed on violators of the regulations.

The task force concluded that taking these steps will reduce delays in handling enforcement cases, assure that such cases are adequately supported, and promote a consistent enforcement policy. It will also assure that a company's full enforcement history is taken into account when sanctions are imposed and that chronic violators are identified and sanctioned.

By improving its management of the federal-state cooperative program, RSPA can help participating states perform more effectively and assure that their intrastate pipeline safety programs are adequate, the task force said. RSPA should work with the states to reexamine grant allocation formulas to increase incentives for states to improve intrastate pipeline programs. In addition, RSPA should provide supplemental grant allocations from carryover funds to remedy specific shortcomings in inadequate state programs.

The task force identified several gaps in the RSPA pipeline database, including a lack of information on hazardous liquid pipelines and age of pipelines, and some significant gaps in the accident report forms operators are required to file.

Gas pipeline accidents reported to RSPA from 1980 to 1987 accounted for an average of 20 fatalities and 180 injuries a year. In 1987, 229 gas pipeline accidents resulted in eight fatalities and 96 injuries.

The number of hazardous liquid pipeline accidents reported to RSPA each year has remained fairly constant since 1980. From 1980 to 1987, an average of 205 hazardous liquid pipeline accidents resulted in an average of three fatalities and 18 injuries a year. In 1987, there were 235 such accidents, three fatalities and 17 injuries.

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The most frequent cause of pipeline accidents is outside force damage -- the pipe is ruptured by a blow such as from construction or excavation equipment. In 1987, 30 percent of hazardous liquid and 44 percent of natural gas accidents were caused by outside force.

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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
January 19, 1989

DOT 08-89
Contact: Wendy DeMocker
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DOT ELIMINATES COSTLY PAPER FILING OF FLIGHT INFORMATION

Airlines will no longer be required to keep voluminous copies of their legal "conditions of carriage" for international flights at ticket sales locations around the world, the Department of Transportation announced today. Also, they will no longer be required to file such documents with the DOT.

The change also applies to U.S. domestic flights that provide connections to international flights.

The Department said that currently it costs the industry more than \$40 million a year to prepare and distribute these "paper tariffs" to thousands of ticket sales locations, and an additional \$10 million to file such tariffs with the government. Eliminating this costly burden represents one of the largest single paperwork reductions ever taken by DOT.

Under one new DOT rule, airlines will now be allowed to make this detailed information on passenger fares available to consumers electronically -- on computers where the same information is already stored -- in printed summaries, or by telephone.

Flight information that is provided electronically will be more up to date and readily available than through the old paper-based system.

An airline's "contract of carriage" explains these key terms such as liability and claim provisions; the carrier's right to change the contract; rules on check-in times, reservations and refusal to carry; and the carrier's obligations concerning delays, schedule changes and changes of equipment. The contract also includes prices and related conditions, including what passengers are entitled to in certain classes of service on each flight.

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Under the current rules, one airline's conditions of carriage for all flights at one ticket sales location can amount to several thousand pages. An airline currently must provide similar copies to up to 2400 ticket sales locations in the U.S. and up to several thousand more overseas. The new rule will become effective Jan. 30, 1989.

A second DOT rule will allow the airlines to submit all their passenger fare contract of carriage terms electronically to the DOT. This will replace the antiquated and burdensome paper filing requirements that have been in force since the onset of airline regulation in 1938. This rule will become effective 30 days after publication in the Federal Register.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Tuesday, January 24, 1989

DOT 09-89
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Greg Dole
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U.S. AND U.K. REQUEST SPECIAL ICAO MEETING ON AIRPORT SECURITY

The United States and the United Kingdom today jointly announced that they will request a Special Session of the Council of the International Civil Aviation Organization (ICAO) to improve international aviation security procedures in the aftermath of the crash of Pan American World Airways Flight 103 on Dec. 21, 1988. The aircraft was destroyed by an explosive device, probably made of plastique, which resulted in the death of 259 passengers and crew, and 11 British citizens on the ground.

The U.S. Acting Secretary of Transportation Mimi Weyforth Dawson and U.K. Secretary of State for Transportation Paul Channon made the joint request. Mr. Channon has announced that he would attend for the United Kingdom, and Secretary-Designate Samuel Skinner, subject to Senate confirmation, stands ready to attend on behalf of the United States. Transportation Ministers of the other 31 countries represented on the Council would be strongly urged to attend. The Special Session would be held in Montreal in the very near future, probably in February.

Dawson and Channon are asking that the Ministerial meeting be conducted under the auspices of ICAO to emphasize the worldwide nature of the terrorist threat, and the need for greater international cooperation and improved security measures.

Dawson said that in her view, the Ministerial's primary purpose would be to improve ICAO's international standards relating to passengers, baggage, and cargo — particularly in relation to acts of sabotage — and to consider how standard security measures might be expanded and applied uniformly to operations assessed as subject to high risk. She also said she wished to give added impetus to increased research and development through ICAO on explosives detection, aircraft design and construction, and security equipment.

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The Ministerial meeting would also aim at increasing the expertise and technical assistance offered by ICAO to countries wishing to improve their security measures. In addition, consideration could be given to ICAO surveys of airports upon country request to advise if they are meeting ICAO standards.

Both governments would be consulting closely with the other countries represented on the ICAO Council to develop detailed objectives for the Special Session and would urge that their Transportation Ministers attend, thereby making clear their commitment to secure civil aviation against sabotage, hijacking, and other criminal acts.

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News:

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

FOR RELEASE MONDAY
February 6, 1989

DOT 12-89
Contact: 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 providing information on flight delays and baggage problems for December 1988, and consumer complaints for January 1989.

The 13 largest domestic carriers reported that 76.1 percent of their flights operated on time in December, slightly below the 77.7 percent on-time performance recorded in November. Last December's on-time performance, however, showed a 10-point improvement over the December 1987 report, when the major carriers operated at a 66.4 percent level. In compiling the data, delays caused by mechanical problems are not counted.

Mishandled baggage reports filed against the carriers in December showed an increase, largely due to the heavy holiday travel. The carriers averaged 8.58 reports per 1,000 passengers in December compared to the 6.17 reported in November.

Meanwhile, consumer complaints against the industry reported to DOT were up in January to 1,086, compared to 724 in December. The January 1989 total, however, showed a 70 percent improvement over January 1988 when complaints reached 3,674.

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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News:

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

FOR IMMEDIATE RELEASE
Tuesday, February 7, 1989

DOT 11-89
Contact: Bob Marx
Tel.: (202) 366-5580

SKINNER TO HEAD U.S. DELEGATION TO SPECIAL ICAO MEETING ON AIRPORT SECURITY

Secretary of Transportation Samuel Skinner will head the U.S. delegation to a Ministerial-level Session of the Council of the International Civil Aviation Organization (ICAO) in Montreal Feb. 15-16 to discuss ways to improve international aviation security procedures.

The special session was requested jointly by the U.S. and the United Kingdom on Jan. 24, in the aftermath of the crash of Pan American World Airways Flight 103 on Dec. 21, 1988. The aircraft was destroyed by an explosive device, probably made of plastic, which resulted in the death of 259 passengers and crew, and 11 British citizens on the ground.

Transportation Ministers of the other 31 countries represented on the Council have been invited, and a significant number are expected to attend.

The meeting's primary purpose will be to improve ICAO's international standards relating to passengers, baggage, and cargo security -- particularly in relation to acts of sabotage -- and to consider how standard security measures might be expanded and applied uniformly to operations assessed as subject to high risk.

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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, February 16, 1989

DOT 13-89
Contact: Bob Marx
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SKINNER CALLS ICAO MEETING SUCCESSFUL
LAUDS UNIFIED AND COOPERATIVE EFFORT OF ICAO MEMBER STATES

Citing the unified and cooperative effort of the members of the International Civil Aviation Organization (ICAO), United States Secretary of Transportation Samuel K. Skinner today described his trip to ICAO's special session on international aviation security as "very successful."

At a meeting with reporters at the conclusion of the two day session in Montreal, Secretary Skinner said, "I am very pleased with the progress we have made. A concrete plan of action was agreed to by the members of ICAO, which was our goal. The international airline traveller can be assured that additional steps are now being taken, as a result of this meeting, to make international air travel an even safer mode of transportation."

However, Skinner pointed out that much work needs to be done. He said, "The U.S. will continue to work in concert with the other ICAO nations to make sure that the momentum secured here in Montreal continues to roll on in the weeks and months ahead."

Skinner cited the following actions as signs of progress:

- The global condemnation by ICAO of acts of unlawful interference against civil aviation, like the recent and tragic sabotage of Pan Am 103.
- The unanimous agreement of all ICAO member States to expedite the review and implementation of stricter security standards across the world.
- Recognition of the need to impose more stringent security checks in areas of increased security threats.
- The immediate call for all countries to adhere fully to existing security standards.
- The joint decision to expedite research and development on detection of explosives and on security equipment.

- Agreement to explore the development of an international regime for the marking of explosives and detonation devices to increase detection.

Most importantly, Skinner noted that the UN body recognized that terrorism in the skies is a global threat that must be addressed by all nations and that ICAO must move on a fast track to meet this problem head on.

The Secretary praised the members and leadership of ICAO for their cooperation and ability to quickly reach consensus on such an important issue. Skinner added, "This meeting was particularly important for me because it allowed me the opportunity to meet with my counterparts from around the world and discuss with them a wide range of issues of mutual interest. I look forward to continuing the dialogue."

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U.S. Department of
Transportation

News:

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

FOR RELEASE WEDNESDAY
February 22, 1989

DOT 14-89
Contact: Bob Marx
Tel.: (202) 366-5580

SKINNER PROPOSES ADDED FUNDS FOR AVIATION SAFETY, DRUG ENFORCEMENT

Secretary of Transportation Samuel K. Skinner today assigned top priority to proposed additional funds for fiscal year 1990 to ensure continued safety in aviation and to enhance the Department's role in drug enforcement efforts.

In testimony before the House Appropriations Subcommittee on Transportation, Skinner said "there should be no higher priority in the transportation budget than safety and enforcement," adding this is especially true of the Coast Guard and the Federal Aviation Administration. He also said he plans to work with Congress to put together "a workable and responsible transportation budget."

"For the FAA, increases in both operations and capital programs are vital if we are to keep on schedule with completion of the National Airspace System Plan" (to modernize the air traffic control and air navigation system). "We must also keep up with demand for increased capacity, as well as provide the staff and training needed to maintain this nation's outstanding aviation safety record."

Addressing aviation security, he said, "we must provide all the resources we can muster to combat terrorism in the skies."

"The requested increase in Coast Guard funding is driven by the Administration's priority funding increase to support drug interdiction responsibilities, as well as our need to maintain, renovate and replace facilities and equipment, including the investment in a polar icebreaker."

Skinner said he hopes to make transportation "more efficient, less expensive and above all, safe for the American consumer." He said accomplishing that will require appropriate federal funding, additional economic deregulation, less government interference and much better public-private cooperation.



U.S. Department of
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News:

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

FOR RELEASE MONDAY
March 6, 1989

DOT 17-89
Contact: Hal Paris
Tel.: (202) 366-5571

DOT'S CONSUMER REPORT SHOWS DECLINES IN AIRLINE DELAYS, BAGGAGE PROBLEMS, BUMPING

The nation's major airlines showed improvement in the number of flight delays and baggage problems reported in January 1989, the Department of Transportation said today.

The Department, releasing its monthly Air Travel Consumer Report, said the airlines also reported a decline in the number of passengers involuntarily denied boarding (bumped) in calendar year 1988. For the year, 2.97 passengers per 10,000 boardings were involuntarily bumped compared to 3.99 passengers in 1987.

The 13 largest domestic carriers reported that 76.7 percent of their flights operated on time in January, an improvement over the 76.1 percent on-time performance recorded in December of 1988. The January 1989 performance was considerably better than January 1988 when the major carriers operated at a 69.2 percent on-time performance level. In compiling the data, delays caused by mechanical problems are not counted.

Mishandled baggage reports filed against the carriers in January also declined, averaging 7.86 reports per 1,000 passengers compared to 8.58 in December.

Meanwhile, consumer complaints to DOT against the industry were up slightly in February to 1,138, compared to 1,086 in January. The February 1989 total, however, represents a 51 percent decline over February 1988 when complaints reached 2,308.

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
Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, March 8, 1989

DOT 19-89
Contact: Bob Marx
Tel.: (202) 366-5580

TASK FORCE TO ASSESS NAS PLAN STATUS AND FINANCIAL NEEDS, SKINNER SAYS

Secretary of Transportation Samuel K. Skinner has established a task force to review the status of the National Airspace System Plan program to modernize the air traffic control system and assess the program's financial needs.

Skinner called the NAS plan the key to updating our aviation system to meet the needs of the next century. It is also "the most important, largest, on-line, real-time computer programming system in civilian government history."

The Federal Aviation Administration's NAS plan effort is a long-term \$16 billion program composed of nearly 90 separate projects, including computer systems and ground-to-air systems such as communications, radar, and weather detection systems. The NAS plan was first issued in 1982 and the first major contract was awarded in 1983.

Skinner said the task force will report in 30 days on "the innovations and changes that must be undertaken between now and the year 2000," and provide "an accurate assessment of our financial needs" for the NAS plan's extensive modernization and expansion of the air traffic control and air navigation system.

"The NAS plan is not only complex," the Secretary said, "it is expensive. The American people, the Congress and the Administration need to know where we are in the NAS plan, what more needs to be done, and what kind of additional support needs to be provided."

Once the task force has provided this assessment, Skinner said, "we will be able to move forward on this program even more quickly and efficiently. I have visited FAA facilities where portions of the NAS plan are in place. I have talked with controllers and managers. I am convinced that the NAS plan and the additional enhancements that are going to be made represent the most significant step we can take toward enhancing air traffic capacity between now and the end of the century."

About 90 percent of the contracts for NAS plan projects have been awarded. About one-fifth of NAS plan projects have been completed.

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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
Thursday, March 9, 1989

DOT 20-89
Contact: Bob Marx
Tel.: (202) 366-5580

FAA CONTROLLERS TO GET ADDITIONAL PAY AT 11 HARD-TO-STAFF FACILITIES

Some 2,100 air traffic controllers, inspectors and technicians at difficult-to-staff facilities will receive an experimental pay allowance under a demonstration project announced today by Secretary of Transportation Samuel Skinner.

Skinner said, "Providing additional pay to air traffic controllers and other safety-related employees in difficult-to-staff locations will help us achieve our goal of a safer and more efficient national aviation system. I commend the Office of Personnel Management for working so hard with DOT to finalize this important demonstration project."

Under the five-year pay demonstration project, which begins this June, Federal Aviation Administration (FAA) employees at 11 facilities in the New York, Chicago, Los Angeles and Oakland, Calif., metropolitan areas will receive a retention allowance of up to 20 percent of their basic salary.

"Hard-to-staff facilities which have the most complex operations, the most chronic staffing difficulties and the most impact on the overall national aviation system are included in the demonstration project," Skinner said. "This project should help FAA achieve full staffing levels at these facilities."

A majority of the 2,100 employees affected are controllers and the remainder are airway facilities technicians and aviation safety inspectors. The technicians service and maintain air traffic control computers and other equipment.

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

The project will begin following the required 90 day notice period to Congress. Since November 1988, when the project was first proposed, the DOT and OPM have worked with employee labor organizations, held a public hearing to hear views of employees, and responded to numerous public comments before announcing the project today.

-more-

If the demonstration program proves successful at the 11 locations, it could be expanded to other FAA facilities.

Final regulations will be published in the Federal Register on March 10, 1989.

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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, March 10, 1989

DOT 21-89
Contact: Bob Marx
Teles: (202)366-5580
 Jeff Walter
 (202)366-5770

DOT ISSUES COMMERCIAL LAUNCH LICENSE TO SPACE SERVICES INC. OF AMERICA

"America's first sub-orbital commercial launch is scheduled to take place March 29," Secretary of Transportation Samuel K. Skinner said today, in announcing the approval of a commercial launch license to Space Services Inc. of America (SSI), of Houston, Texas.

"This license approval paves the way for additional U.S. commercial launch companies to compete for space transportation services," the Secretary said.

The SSI launch will take place at White Sands Missile Range in New Mexico and consists of a recoverable payload provided by the University of Alabama at Huntsville (UAH) Consortium for Materials Development in Space. The payload, the Consort I, is being launched on a trajectory that will provide over seven minutes of time to conduct six materials processing experiments. Each experiment has been developed by one or more principal investigators from UAH or industry.

-more-

In 1982, even before the Office of Commercial Space Transportation was established, SSI launched a private rocket, the Conestoga I, from a private launch site at Matagorda Island, Texas. The Conestoga I launch eventually culminated in the Commercial Space Launch Act of 1984.

Since then, SSI has been engaged in the design, marketing, and sale of a series of launch vehicles for orbital and suborbital applications. The Consort I launch, part of the Starfire series of vehicles, will provide sounding rocket services for an equally wide range of missions.

The Starfire is a two-stage sounding rocket which can provide lift for over 1,000 pounds of payload. The first stage is the Morton Thiokol TX664-4, MK 70 motor. The second stage is a Bristol Aerospace Black Brant VC.

The Department's Office of Commercial Space Transportation said White Sands, a landlocked range, is located in south-central New Mexico, occupying a land area of about 40 miles east-to-west and 100 miles north-to-south. More than a thousand research rockets have been launched from the White Sands facility during its 32 years of operation with the Navy as range sponsor and the Army as range operator. SSI'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 terminations systems, rocket destruct systems and a highly trained safety staff.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Monday, March 13, 1989

DOT 22-89
Contact: Bob Marx
Phone: (202) 366-5580

SKINNER ANNOUNCES MAJOR INNOVATIVE REFORMS IN TRANSIT DISCRETIONARY PROGRAM

Secretary of Transportation Samuel Skinner today announced major innovative reforms which could result in vastly accelerated delivery of federal discretionary mass transit grants.

In remarks prepared for delivery to the annual legislative conference of the American Public Transit Association, Skinner said the revised discretionary program would emphasize fast track consideration of applications from transit agencies which overmatch federal grant funds.

"From now on, we are going to give higher priority and faster turn-around to Section 3 grant requests to those of you who overmatch federal grants the most," Skinner said. "For example, those who can contribute more than the statutory 25 percent in non-federal matching funds for new bus projects will get accelerated treatment. For rail modernization, those who can contribute at least half of project costs from non-federal sources will get priority treatment.

"I have a duty to leverage federal contributions as much as possible and I want to see continued and improved cooperation between government and the private sector," Skinner said. "The happy side effect for you is that we will be able to contribute to more projects with this approach, while maintaining the nation's mass transit systems."

Current law stipulates a minimum 25 percent non-federal match of grants made under the Urban Mass Transportation Administration's (UMTA) Section 3 program. The program has three major components which essentially cover rehabilitation of older fixed guideway transit systems, grants for bus and bus-related equipment and construction of new fixed guideway transit systems.

(more)

The new initiative will allow individual grantees to set their own priorities within the law, overmatching federal grant funds and receiving expedited consideration in return. Generally, the larger the overmatch the higher the project will be ranked by UMTA, given other cost-effectiveness standards.

Skinner said the potential to involve the private sector in raising of non-federal overmatches was enormous, noting that an application with a privately-raised overmatch would outrank one with a publicly-raised overmatch in UMTA's analysis.

The Secretary said detailed and formal instructions on the new initiative would soon be made available to UMTA grantees and urged that grant recipients explore ways to participate.

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A fact sheet on this announcement is attached.



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

Transportation Facts

Office of Public Affairs

March 13, 1989

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

SUBJECT: NEW INCENTIVE PROGRAM FOR DISCRETIONARY TRANSIT GRANTS

CONCEPT

For applicants filing under Section 3 of the Urban Mass Transportation Act of 1964, as amended, who are willing and able to provide more than the 25 percent minimum local matching share, the Urban Mass Transportation Administration (UMTA) will reciprocate by advancing and expediting their applications.

BACKGROUND

Section 3 discretionary funds are used for (1) rehabilitating and renovating older rail systems (Rail Modernization); (2) bus and bus-related projects; and, (3) new fixed guideway systems (New Starts).

Grants are made with 75 percent federal and 25 percent local funds.

NEW PROPOSAL

* RAIL MODERNIZATION

Eight urbanized areas -- Boston, New York, Northern New Jersey, Philadelphia, Pittsburgh, Cleveland, Chicago and San Francisco/Oakland -- are recipients, as well as smaller systems meriting assistance.

Grantees able to provide 50 percent of project costs from non-federal funds will be able to submit a single annual application for a program of projects rather than project-by-project applications.

Specific projects within an overall program will not require justification at the grant approval stage (as long as all applicable legal requirements and basic administrative policies are observed).

Multi-year Rail Modernization grants will be considered.

-more-

* BUS AND BUS-RELATED

Normally the Section 3 bus program is used for extraordinary and one-time only capital needs requiring funds in excess of the annual formula allocation provided under Section 9 of the Urban Mass Transportation Act.

UMTA's five funding priorities, in order, from this category are: (1) statutory, contractual and administrative commitments; (2) bus maintenance facilities; (3) buses for new and expanded service; (4) replacement vehicles; and, (5) other projects.

Under the incentive proposal, grantees able to "overmatch" on Section 3 bus applications will see their projects advanced in UMTA's prioritization of these projects. The greater the "overmatch" the higher the priority accorded by UMTA.

* NEW STARTS

One of the key criteria used by UMTA to evaluate new rail projects is cost effectiveness. Under the incentive proposal, projects deemed to be cost effective will be prioritized by the extent of "overmatch."

New start applications with local "overmatch" will be expedited.

New start applications with "overmatch" will be relieved from the UMTA policy of funding only one new start corridor at a time in a metropolitan area.

SUMMARY

State and local governments able to shoulder an increased share of the financing burden for mass transit will receive increased consideration for their projects from the federal government.

Proposals utilizing "overmatch" funds from the private sector will be given consideration over proposals utilizing public sector funds.

"Overmatch" must be cash, not in-kind contributions in order to be considered in this incentive program.

More detailed guidance on this program will be forthcoming from UMTA.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Monday, March 13, 1989

DOT 23-89
Contact: Bob Marx
Phone: (202) 366-5580

SKINNER EXTENDS MASS TRANSIT SMALL BUSINESS PROGRAM

Secretary of Transportation Samuel Skinner today announced a two-year extension of an innovative program to help small and minority-owned businesses provide mass transit services.

Skinner said an additional \$10 million will be set aside for the Department's Urban Mass Transportation Administration's (UMTA) Entrepreneurial Services Challenge Grant Program, a neighborhood-based effort to bring more market-oriented approaches to mass transit.

"This program has been a great success," Skinner said. "Since its initial \$5 million funding in 1987, new opportunities have been created for hundreds of entrepreneurs. Today, through this program, we have America's small businesses involved in over 50 different projects across the country, all proving that government can work effectively with the private sector."

Such projects as reverse commute service, inner city and suburban circulators, express commuter operations, and demand responsive service in both urban and rural areas are in operation today because of this program, UMTA said.

The program provides both technical support and financial assistance for small transit operations that provide services unavailable from existing transit providers, UMTA said. It also creates new job opportunities within the communities served, many of them available to minorities and the disadvantaged.

(more)

UMTA said the program has generated an unprecedented measure of cooperation among public and private transit operators, community residents, civic associations and business interests.

In two cities (Philadelphia and Washington, D.C.), job training agencies and private employers are providing reverse commute van service to transport low income inner city workers to suburban job sites. Similar projects are being planned in six other metropolitan areas (Chicago, Baltimore, Houston, Minneapolis; Camden, N.J.; and Chester, Pa.).

In eight cities (St. Louis, Chicago, Cleveland, New Orleans, Washington, Jersey City, Boston, and Rochester), public housing tenant management organizations are inaugurating transportation services that will be owned and operated by the residents. One such program is being developed at Washington, D.C.'s Kenilworth-Parkside public housing project, which was recently converted to tenant management.

In Chicago, a group of private operators provide taxi and van services for suburban employment centers along the Tri-State and East-West Tollway corridors.

In Michigan, private hospitals and businesses are paying the operating costs for a new transportation service between Ann Arbor medical facilities and the surrounding county.

In Akron, Ohio, the downtown business community has agreed to fund the operating costs of a new trolley that will connect the downtown with a university and nearby employment sites.

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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
March 14, 1989

DOT 24-89
Contact: Bob Marx
Tel.: (202) 366-5580
Fred Farrar
Tel.: (202) 267-8521

SKINNER SAYS FAA ADOPTS NEW SECURITY RULES FOR FOREIGN AIRLINES SERVING U.S.

Secretary of Transportation Samuel K. Skinner said today that foreign airlines operating in this country will be required to submit their security programs to the Federal Aviation Administration for review and acceptance.

In testimony before the Senate Appropriations Subcommittee on Transportation and Related Agencies, he said the FAA is adopting a rule "to ensure that the 111 foreign airlines currently serving U.S. airports have adequate security measures to protect civil aviation against criminal acts of violence."

The FAA rule states that foreign airlines serving the United States must submit written security programs in English to the FAA Administrator within 90 days of the rule's publication in the Federal Register. The programs must describe the "procedures, facilities and equipment" that will be used by the carriers to ensure passenger safety.

FAA will review the programs and notify each carrier within 30 days of receipt whether its submission is acceptable or needs modification. Implementation of the accepted program will be required within 180 days of the Federal Register notice.

Skinner also said that a new type of explosive-detection device will be installed at six airports between June 1989 and January of next year.

"We are accelerating the delivery schedule of the thermal neutron analysis (TNA) units we have ordered for explosives detection," he said. "This remarkable system is the result of three years of FAA-directed research on ways to detect all commercial and military explosives that might be concealed in checked baggage and air cargo, including otherwise hard-to-detect plastic explosives." The first TNA system will be installed at New York's Kennedy Airport in June.

(more)

He said the unit "shows great promise" for screening passenger luggage. "Our experience in examining over 30,000 bags using thermal neutron analysis demonstrated that it could screen baggage with a high success rate (95 percent) and a low false alarm rate (4 percent). I should add that the high success rate was attained in finding minimal quantities of explosives..." Prototype TNA systems were tested at San Francisco and Los Angeles airports.

Skinner noted that last month the 33-member International Civil Aviation Organization (ICAO) Council unanimously adopted a resolution setting out a plan of action that will lead to strengthened security procedures around the world. The Secretary attended the meeting in Montreal.

Currently, FAA requires foreign airlines to have a security program in place to prevent hijackings and sabotage and to provide the agency with details on these programs on request. However, there is no provision for FAA to review and determine the acceptability of the programs, and they are not required to be set out in a written document.

FAA will provide affected foreign carriers with a model standard security program to assist those who presently do not have a written security document. The model also will help others identify possible inadequacies in their programs and make appropriate modifications. The model program will be based on internationally accepted standards and practices which have been adopted by ICAO.

The rule is based on a notice of proposed rulemaking published in September 1988 and amends Part 129 of the Federal Aviation Regulations -- "Operations of Foreign Air Carriers."

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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, March 15, 1989

DOT 25-89
Contact: Hal Paris
Tel.: (202) 366-5571

DOT TO SELECT U.S. CARRIERS FOR ADDITIONAL SERVICE TO MEXICO

A proceeding that will lead to a major expansion of air service between the United States and Mexico was announced today by the Department of Transportation. The proceeding will select U.S. carriers to provide air service between cities in the western region of the nation and Mexico.

The proceeding results from the signing late last year of a bilateral agreement between the two countries which provides for substantial new route opportunities to the air carriers of both nations, as well as increased operating flexibility for carriers serving U.S.-Mexico markets.

To date, carriers have proposed new or additional service to Mexico from Los Angeles, Oakland, San Diego, San Jose and San Francisco, Calif.; Phoenix and Tucson, Ariz., and Denver. In addition to Mexico City, the proposed services would be offered to a number of cities in western Mexico. The Department is providing the opportunity for additional applications to be filed.

DOT said hearings will be held shortly to select at least one carrier on each route that is proposed and, where permitted by the bilateral agreement, to select a second carrier in certain markets.

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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, March 17, 1989

DOT 26-89
Contact: Bob Marx
Tel: (202) 366-5580

SKINNER NAMES
JOHN GAUGHAN
AS CHIEF OF STAFF

Secretary of Transportation Samuel K. Skinner today appointed John Gaughan to the position of Chief of Staff.

Secretary Skinner said, "John's executive experience and his knowledge of Department issues makes him uniquely qualified to assume this key position on my management team. The Department is fortunate and I am personally delighted that John has agreed to assume this new position," Skinner said.

Gaughan, 41, until his present appointment was Maritime Administrator, a position he has held since 1985.

Prior to that, Gaughan held a series of increasingly responsible positions in the Department serving as Deputy Assistant Secretary for Governmental Affairs in 1985, Director of External Affairs in the Maritime Administration in 1984, and as Congressional Relations Officer from 1981 to 1984.

Before joining the Department in 1981, Gaughan was an attorney at the Federal Maritime Commission.

A graduate of the U.S. Coast Guard Academy at New London, CT, he served nine years on active duty, earning a law degree during that period.

His active duty service with the Coast Guard included command of the cutter Point Martin during which he earned the Coast Guard Achievement Medal and a Unit Citation for rescue work during Hurricane Agnes in 1972.

A native of Washington D.C., Gaughan holds a Bachelor of Science degree from the Coast Guard Academy and a Doctor of Laws degree from the University of Maryland. He is a member of the Bar of the U.S District Court, Washington D.C., the American bar Association and the Maritime Law Association.

Gaughan and his wife Janelle reside in Bethesda, MD.

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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, March 17, 1989

DOT 27-89
Contact: Elaine Matrigali
Tel.: (202) 366-5571

STEPHANIE LEE-MILLER NEW DIRECTOR OF DOT OFFICE OF COMMERCIAL SPACE TRANSPORTATION

Secretary of Transportation Samuel K. Skinner today named Stephanie Lee-Miller as Director of DOT's Office of Commercial Space Transportation.

Secretary Skinner said, "I am pleased to have Stephanie Lee-Miller heading the Office of Commercial Space Transportation. She has an outstanding success record in her previous positions, and will definitely be an asset to the Department."

Lee-Miller will oversee the Department's activities as the lead federal agency on all aspects of commercial space transportation. She came to Washington, D.C., from California in 1981, and served for two years in the Public Affairs Office at the Department of Commerce. In 1983, she was appointed Assistant Secretary for Public Affairs at the Department of Health and Human Services (HHS). At HHS, Lee-Miller was responsible for managing all departmental communications, including media relations and speechwriting. She also served as the Secretary's principal advisor on public affairs issues and the Freedom of Information Act.

In 1987, Lee-Miller served as a delegate to the United Nations Commission on the Status of Women, and in 1985, she was a member of the official U.S. delegation to the International Women's Conference in Nairobi, Kenya.

Lee-Miller is on the Board of Directors of the National Health Council, and a member of the the National Links, Inc., and Delta Sigma Theta public service sorority.

She has received numerous awards, including the 1977 Outstanding Young Woman Award, Los Angeles International Soroptimists, and in 1988, the Scroll of Merit Award from the National Medical Association.

Lee-Miller has a bachelor of arts degree in psychology from California State College at Dominguez Hills and a master's degree in urban studies from Occidental College. She was born in Los Angeles and currently resides in the District of Columbia.

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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, March 17, 1989

DOT 28-89
Contact: Elaine Matrigali
Tel.: (202) 366-5571

SKINNER APPOINTS ALICIA CASANOVA DIRECTOR OF DOT OFFICE OF SMALL AND DISADVANTAGED BUSINESS UTILIZATION

Secretary of Transportation Samuel K. Skinner has appointed Alicia Casanova to be Director of the Department's Office of Small and Disadvantaged Business Utilization.

"We are fortunate to have Mrs. Casanova on our team. She has an impressive background, and her expertise will further enhance the programs here at the Department," Secretary Skinner said.

In her new position, Casanova will provide policy direction for minority, women-owned, and small and disadvantaged business participation in the Department's procurement and federal financial assistance activities.

From 1987 until she was appointed to the new position, Casanova was a consultant serving at the U.S. Department of Education.

Casanova, who has spent most of her adult life in Miami, Fla., has been an active businesswoman, a radio and television commentator and interviewer, and has traveled around the world. Since coming to the Washington, D.C. area in 1981, she has worked as a consultant on projects linked with ACTION, the Peace Corps and the Department of Education.

She has served as a board member on numerous organizations, including the County Commission on the Status of Women, the South Florida Health Systems Agency, the Hemispheric Conference for Women, Inc., and the Comprehensive Employment and Training Act. Recently, she was appointed to the Advisory Council for the Coalition of Hispanic-American Women.

Casanova is the recipient of many awards, including the keys to Miami and Dade County, Fla., and twice was named Woman of the Year.

She is married, has three children and resides in Bethesda, Md.

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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, March 17, 1989

DOT 29-89
Contact: Bob Marx
Tel.: (202) 366-5580

SKINNER APPOINTS TRAVIS P. DUNGAN TO HEAD RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION (RSPA)

Secretary of Transportation Samuel K. Skinner today announced the appointment of Travis P. Dungan as Administrator of the Department's Research and Special Programs Administration (RSPA).

"Travis Dungan has gained a reputation as an effective policymaker and can-do manager. These are important qualities for the head of RSPA, with its trans-modal safety, research and transportation preparedness mission," Skinner said.

Dungan comes to DOT from the U.S. Department of Commerce, where he served as Deputy Under Secretary for Economic Affairs. Prior to that, he was Deputy Secretary of Commerce for the state of Florida, where he was responsible for economic development, international trade and tourism. In this position he worked closely with the Department and with airlines in connection with Florida tourism.

Previously, Dungan was Vice President and Treasurer of the Overseas Private Investment Corporation. Other positions include an earlier stint at the Department of Commerce as Deputy Assistant Secretary for Finance and head of the Economic Development Administration's \$1.1 billion commercial loan portfolio; as Senior Management Consultant in Peat, Marwick, Mitchell & Co., in Miami, specializing in strategic planning, financial forecasting and right-of-way acquisitions for public-sector agencies and real estate developers in the U.S. and Latin America; and several years at the Carter Construction Company, a family-owned business, which he took over with his brother after the death of his father.

Dungan was graduated cum laude from Harvard University, where he was elected news editor of The Harvard Crimson. He also obtained an MBA degree from the Stanford Graduate School of Business.

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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, March 22, 1989

DOT 30-89
Contact: Bob Marx
Teles: (202)366-5580
Linda Strine
(202)366-5770

DOT EXPANDS COMMERCIAL SPACE LAUNCH MANIFEST

"With our first two commercial space launches scheduled this spring, the United States is moving off the drawing board, onto the launch pad, and into an era of commercial space operations," said Secretary of Transportation Samuel K. Skinner, who today released a revised and expanded Commercial Space Launch Manifest, a list of scheduled flights.

Secretary Skinner noted, "President Bush has recently voiced his support for commercial space enterprise as part of a strong national space program. As a Member-Designate of the President's Council on Space Policy, I will do all I can to advance the President's objectives in this area."

To date, the Department's Office of Commercial Space Transportation (OCST) has issued launch licenses to Space Services, Inc. of America (SSI), for a launch scheduled for March 29; McDonnell Douglas Corp. for a launch scheduled in May 1989; and Conatec, Inc., for a launch scheduled in December 1989.

Six U.S. firms now market commercial launch services: Martin Marietta Commercial Titan, Inc., McDonnell Douglas Commercial Delta, Inc., General Dynamics Corp., SSI, American Rocket Co., and Conatec, Inc. These companies have signed contracts worth over a billion dollars in potential revenues and have invested more than \$500 million in commercial space efforts.

(see attached Manifest)

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U.S. COMMERCIAL LAUNCH MANIFEST
(As of March 1989)

COMPANY	PAYLOAD	CUSTOMER LAUNCH DATE
Space Services, Inc.	Microgravity Research	3/89
McDonnell Douglas	INSAT 1-D (Indian)	5/89
AMROC	Microgravity Research	7/89
Martin Marietta ¹	JCSAT (Japanese)	7/89
	Skynet (British)	
McDonnell Douglas	BSBR1 (British)	8/89
Martin Marietta	INTELSAT VI (Intern'l Consortium)	10/89
McDonnell Douglas	INMARSAT-2 Flt#1 (Intern'l Consortium)	12/89
McDonnell Douglas	LACE/RME ² (U.S. Govt.)	12/89
Conatec	Microgravity Research	12/89
Conatec	Microgravity Research	12/89
Martin Marietta	INTELSAT VI (Intern'l Consortium)	2/90
General Dynamics	EUTELSAT (European)	3/90
McDonnell Douglas	PALAPA B2-R (Indonesian)	3/90
McDonnell Douglas	INMARSAT-2 Flt#2 (Intern'l Consortium)	5/90

McDonnell Douglas	BSBR2 (British)	6/90
General Dynamics	GOES I (U.S. Govt.)	7/90
General Dynamics	CRRES (U.S. Govt.)	9/90
McDonnell Douglas	NATO IVA (Intern'l Consortium)	12/90
McDonnell Douglas	AURORA II (U.S. company)	4/91
General Dynamics	GOES J (U.S. Govt.)	11/91
General Dynamics	GOES K (U.S. Govt.)	5/92
Martin Marietta	Hughes HS601	/92
Martin Marietta	Hughes HS601	/93

Footnotes:

1. The payloads will share the same vehicle.
2. Low Atmospheric Composition Explorer/Remote Mirror Experiment



U.S. Department of
Transportation

News:

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

FOR RELEASE MONDAY

March 27, 1989

DOT 31-89

Contact: Bob Marx

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DAYLIGHT TIME TO START
SUNDAY, APRIL 2

Most of the nation will return to daylight saving time at 2 a.m. Sunday April 2.

Daylight saving time is observed from the first Sunday in April to the last Sunday in October. Next fall, the nation will return to standard time on Sunday, Oct. 29.

These changes are observed under the Uniform Time Act.

The law does not require that any area observe daylight saving time. However, if a state chooses to observe daylight time, it must follow the starting and ending dates set by the federal law. In those areas of the country that do not observe daylight time, no resetting of clocks is 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
Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, March 29, 1989

DOT 31-89
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SKINNER APPLAUDS SUCCESSFUL LAUNCH OF FIRST U.S. LICENSED COMMERCIAL ROCKET

Secretary of Transportation Samuel K. Skinner today applauded the successful suborbital launch of the first U.S. licensed commercial rocket. The launch vehicle, owned by Space Services Incorporated of America (SSI), blasted off from the White Sands Missile Range in New Mexico at 10:42 a.m. EST.

"I am very pleased by this successful launch," said Skinner, a member of the President's National Space Council, in a prepared statement. "For five years, the Department of Transportation's Office of Commercial Space Transportation (OCST) has been laying the groundwork for a strong U.S. commercial space transportation industry. The hard work has paid off and we have entered a new era of commercial launch activity. It is especially exciting to see the successful efforts of creative, smaller aerospace entrepreneurs like SSI."

The two-stage, solid fuel, Black Brant VC rocket carried a University of Alabama-Huntsville payload of six materials processing experiments. The experiments, developed by the University's Consortium for Materials Development in Space, are designed to test the short-term effects of microgravity on certain industrial manufacturing processes.

The vehicle flight path followed a suborbital trajectory lasting 17 minutes and 40 seconds, with impact in the center of the range.

Eight additional launches are scheduled for this year on OCST's Commercial Launch Manifest, including the first orbital launch, which is expected to lift off from Cape Canaveral Air Force Station on May 31.

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