



U.S. Department of
Transportation

News:

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

FOR RELEASE THURSDAY
July 6, 1989

DOT 83-89
Contact: Al Maruggi
Tel.: (202) 366-5567

SKINNER ASKS GROUPS TO HELP SHAPE NATIONAL TRANSPORTATION POLICY

Secretary of Transportation Samuel K. Skinner has asked transportation organizations from around the country to participate in shaping a national policy for meeting transportation needs into the next century.

Skinner said the policy "will provide the framework through which decisions on our transportation infrastructure, services and related needs can be systematically assessed and implemented.

"Infrastructure is not a household word. In order to understand the condition of our transportation facilities, consider the congestion at our busiest airports, deteriorating bridges, and the traffic jams in our cities. These are the symptoms of a system that is wearing out or needs to be expanded. This is why we need a national transportation policy."

In a notice published in the July 3 Federal Register, the Department requested "information and opinions from transportation users, the transportation industry, interest groups (including government agencies), transportation employees and the Congress."

Skinner said he also plans to write soon to several hundred consumer, industry, labor, and government organizations seeking their support in development of the policy and explaining how they can participate in the process.

He said a key step in the process is "soliciting and examining the issues, positions and recommended solutions" of the various organizations. Skinner said he expects to issue a national transportation policy statement early next year.

The Register notice is the first step in a national outreach effort to involve these organizations. To conduct this effort, Skinner has established six working groups focused on different markets. During July and August, the groups will contact transportation organizations, hold public hearings and sponsor discussion groups to obtain the views of interested parties.

(more)

In order to provide a framework for the policy discussion, DOT later this month will publish a report summarizing key issues involving specific markets and modes as well as those that cut across several modes.

The policy effort will address growing public concerns in such vital areas as environmental quality, energy, special needs of disabled persons, national security transportation needs and transportation's role in economic growth. Concurrently with the outreach effort, DOT will hold a series of seminars on these broad issues. Experts will present papers and this will be followed by panel discussions.

Here are the working groups and their respective leaders:

Urban/Suburban Transportation Systems & Services -- John Cline, Associate Administrator for Budget and Policy, Urban Mass Transportation Administration.

Rural America's Transportation Systems & Services -- Joe Rhodes, Director, Office of Policy Development, Federal Highway Administration.

Intercity Freight: Domestic Transportation Systems & Services -- Bill Watt, Associate Administrator for Policy, Federal Railroad Administration.

Intercity Passenger: Domestic Transportation Systems & Services -- Dale McDaniel, Acting Associate Administrator for Policy, Planning and International Aviation, FAA.

International Transportation Systems & Services -- Arnold Levine, Director, Office of International Transportation and Trade, Department of Transportation.

Innovation and Human Factors in Transportation -- Mark Dowis, executive assistant to the Administrator, Research and Special Programs Administration.

Among the major issues to be addressed: The transportation infrastructure is wearing out. If the U.S. is to compete in the global marketplace, it must move goods and people with high performance and at low cost. The demand for transportation services is expected to grow significantly in the next 30 years. How to provide access to transportation for disabled Americans, the elderly, the poor, and for rural America. Transportation has been a major contributor to environmental problems. Since the nation is increasingly dependent on foreign oil, it is vulnerable to possible disruptions in oil supply.

The Register notice outlined these and other issues and key questions that must be considered in shaping a national transportation policy.



**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE
Monday, July 10, 1989

DOT 85-89
Contact: Hal Paris
Tel.: (202) 366-5571

DOT RELEASES MONTHLY AIR TRAVEL CONSUMER REPORT

The Department of Transportation released its monthly Air Travel Consumer Report today with information on flight data and mishandled baggage reports for the month of May and consumer complaints against the nation's major airlines for the month of June.

Complaints to the Department against the industry totaled 862 in June, slightly below the 876 recorded in May but 50 percent lower than the 1,727 total reported in June 1988.

Meanwhile, the 13 largest domestic carriers reported that 79.5 percent of their flights operated on time in May, compared to an on-time performance of 83.4 percent in April. In compiling the data, delays caused by mechanical problems are not counted.

Mishandled baggage reports filed against the carriers in May showed a slight decline, averaging 6.02 reports per 1,000 passengers compared to 6.15 in April. This was the lowest number of reports since October 1988.

Consumers who want on-time performance data for specific flights can obtain such information by calling their airline ticket offices or their travel agents.

While DOT only summarizes flight data in its monthly report, it also maintains a file covering more than 20,000 flights available for inspection in Room 4201 of the Department's headquarters building at 400 Seventh Street, S.W., Washington, D.C. Computer tapes (\$150 per tape reel), containing all flight information, 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
Tuesday, July 11, 1989

DOT 84-89
Contact: Roslyn Kaiser
Tel.: (202) 366-9034
Kathy Fiorillo
(202) 366-2931

DR. ALAN M. LOVELACE NAMED CHAIRMAN OF DOT'S COMMERCIAL SPACE TRANSPORTATION ADVISORY COMMITTEE

Secretary of Transportation Samuel K. Skinner today announced the appointment of Dr. Alan M. Lovelace as chairman of the Department of Transportation's Commercial Space Transportation Advisory Committee (COMSTAC).

Dr. Lovelace, who will serve as chairman of COMSTAC for one year, is a General Dynamics corporate vice president and general manager of its Space Systems Division.

"Dr. Lovelace has a long and impressive career in the aerospace industry and this experience makes him an excellent choice to chair a committee that addresses many issues associated with facilitating a competitive U.S. commercial launch industry," Skinner said.

Stephanie Lee-Miller, Director of the Department's Office of Commercial Space Transportation (OCST), said, "Dr. Lovelace's extensive knowledge, experience and strong leadership will be a big benefit to OCST and the U.S. commercial launch industry as we consider the many complex policy issues that lie ahead. I look forward to working closely with him."

The Advisory Committee works with the Department to provide information, advice and recommendations on matters relating to all aspects of U.S. commercial space transportation. The 25 COMSTAC members represent the launch vehicle, satellite, financial and insurance industries.

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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, July 12, 1989

DOT 86-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

SKINNER PRESENTS MEDALS TO COAST GUARD ON-SCENE COORDINATORS OF OIL SPILLS IN HOUSTON, DELAWARE AND RHODE ISLAND

Coast Guard Commendation Medals have been presented to three Coast Guard captains for their outstanding achievements as on-scene coordinators at the recent oil spills in Houston, Delaware Bay and Narragansett Bay.

The medals were presented by Secretary of Transportation Samuel K. Skinner, who said, "At a time when public focus is on spills and damage to the environment, you have sent a strong message to the American people that we can transport oil and we can handle the problems that may arise. This is in the highest tradition of the Coast Guard."

The recipients are: Capt. William A. Monson, Commanding Officer, U.S. Coast Guard Port Safety Station, Houston; Capt. Eric J. Williams III, Commanding Officer, Marine Safety Office, Providence; and Capt. Larry A. Murdock, Commanding Officer, Marine Safety Office/Group, Philadelphia.

Capt. Monson was cited for "displaying outstanding leadership and exceptional judgment" in directing the federal response to the spill of 250,000 gallons of oil in Houston Ship Channel on June 23, when the tank ship Rachel B collided with the tank barge Coastal 2514.

Capt. Williams was cited for "resolving a major environmental threat" by determining that immediate federal action was needed to contain the thousands of gallons of oil released when the M/V World Prodigy grounded on Brenton Reef, near Newport, R.I. on June 23.

Capt. Larry A. Murdock was cited for "demonstrating exceptional professional ability and dedication" for skillfully managing and directing the federal pollution response and directing the placement of booms to protect six environmentally sensitive areas, including a heron rookery on June 24, when the Uruguayan tankship Presidente Rivera grounded in the Delaware River near the Marcus Hook Range.

The Secretary and Coast Guard Commandant Adm. Paul A. Yost also commended several key Coast Guard personnel for their efforts in the cleanups. They include Lt. Cmdr. John Salvesen and Machinery Technician Jimmie J. Norris, in Houston; Chief Warrant Officer Alan C. Beal, and Boatswain's Mate Paul M. Krug, at the R.I. site; and Lt. Cmdrs. Peter L. Randall and Robert O. Smith in Philadelphia.

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U.S. Department of
Transportation

News:

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

FOR RELEASE THURSDAY
July 13, 1989

DOT 87-89
Contact: Mark Dowis
Tel.: (202) 366-4461

SKINNER PROPOSES BILL TO PROVIDE SAFER HAZARDOUS MATERIALS TRANSPORTATION

Secretary of Transportation Samuel K. Skinner announced today that the Department of Transportation is proposing to Congress comprehensive legislation to promote safer transportation of hazardous materials.

The proposed legislation would create a basis for federal highway routing standards, for use by the states in designating safer routes, and would require carriers of certain hazardous materials to obtain a federal safety permit. The bill would also reauthorize the Hazardous Materials Transportation Act.

In testimony today before the House Public Works and Transportation Subcommittee on Surface Transportation, Administrator Travis P. Dungan of DOT's Research and Special Programs Administration said the legislation "would establish, for the first time, concurrent federal/state highway routing jurisdiction." He said each state "would coordinate and approve the routing activities of its own local jurisdictions, making sure they conform to federal standards."

Dungan said the bill would establish "a limited safety permit program which applies only to highway carriers of hazardous materials presenting either a high degree of risk in transportation or which are of significant concern to the public."

The materials requiring a permit would include 100 chemicals that are extremely toxic when inhaled, spent fuel from nuclear plants, and major explosives, he said. The permit program would generate the names of an estimated 1,500 carriers who transport such materials, allowing DOT and the states to focus inspection and enforcement efforts on these carriers. A permit fee would be set at a level designed to recover the program costs.

The proposed legislation would clarify respective federal, state and local roles in regulating the hazardous materials transportation industry and promote more efficient and effective administration of the hazardous materials transportation program.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Thursday, July 13, 1989

DOT 88-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

MARINE ENVIRONMENT IS A MAJOR ADMINISTRATION CONCERN, CHAO TELLS SENATE COMMITTEE

"Oil pollution is a global problem that requires a global solution," Deputy Secretary of Transportation Elaine L. Chao told a Senate Committee today.

It is also apparent, Chao said, that "any major steps to protect our marine environment must be considered as part of the world economic environment. That is why environmental issues will take center stage at the economic summit meetings in Paris this week."

In testimony before the Senate Committee on Foreign Relations, Chao discussed two international protocols which provide compensation for cleanup and damages resulting from oil spills. They establish high liability limits for tanker owners and set up a separate fund, financed by oil receiving countries. Together, they would make available \$260 million for spill cleanup and damages.

The Protocols were submitted to the Senate by President Reagan in 1985, but have not yet been ratified because the Congress has not passed the necessary implementing legislation. The Department on May 11 sent to Congress a proposed comprehensive oil pollution liability and compensation bill which would implement the 1984 Protocols. The Deputy Secretary told the Committee that U.S. negotiators at the international conferences had substantially achieved the goals previously recommended by Congress and she said, "if we do not ratify the Protocols, we will be seen as negotiating in bad faith." This, Chao said, will damage any future U.S. efforts to increase tanker safety, raise standards for crews and improve environmental protection.

"We could not adequately protect our marine and coastal environment with federal and state laws only," she continued, referring to the June 24 incident when the Presidente Rivera, a Uruguayan-owned tanker spilled oil in the Delaware River. The oil fouled shorelines in three states, Delaware, Pennsylvania and New Jersey, each with different statutory schemes to deal with liability and compensation.

-more-

"The Protocols provide excellent insurance for U.S. citizens and at a cost which, based on our oil spill history, would make us net beneficiaries," she said. "Even before the rash of recent spills, our contributions would have been minimal considering the coverage provided."

In her testimony, the Deputy Secretary also discussed several other important issues:

-International efforts to prevent oil pollution. She mentioned the recent bills submitted to the Congress to strengthen Coast Guard oversight of mariner licensing to prevent those with drinking or drug problems from getting or keeping a license, and emphasized the need to hold foreign crews to rigorous standards as well. She urged the committee, therefore, to also support ratification of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW).

-A request to the National Academy of Science's Marine Board to conduct a comprehensive analysis of the role of double bottoms in future tank vessel designs.

-International efforts to develop new and improved response capabilities, saying that "major oil spills are both rare and unpredictable" and "cleanup is a key issue."

Chao said that the U.S. will call for development of an international agreement at the International Conference on Oil Spill Response, to be held in the U.S. in 1991.

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Office of the Secretary
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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, July 17, 1989

DOT 89-89
Contact: Al Maruggi
Tele: (202) 366-5580

PUBLIC INPUT SOUGHT FOR NATIONAL TRANSPORTATION POLICY

The Department of Transportation today released a schedule of 32 public hearings across the nation designed to facilitate public participation in the development of a National Transportation Policy, scheduled for completion in early 1990.

At the direction of Secretary Samuel K. Skinner, the Department of Transportation is developing a national transportation policy to set a framework through which decisions on transportation infrastructure, services, and related needs can be assessed and implemented during the next decade and into the 21st century.

"I am particularly interested in the attitudes and opinions of the people who actually use our transportation system, for it is the motorist, business traveller, and commuter that stand to gain the most from this far reaching, coordinated national policy," said Secretary Skinner.

The National Transportation Policy Team consists of six working groups that will analyze transportation topics such as safety, energy, environment, finance, infrastructure, efficiency, public and private sector roles, and innovation. The working groups and some of their issue areas are as follows:

Urban/Suburban: Travel congestion, improving public transportation, corridor preservation, special mobility needs;
Rural: Health care delivery, intercity bus and rail transport;
Intercity Passenger: Preserving and expanding infrastructure, capacity, competition between rail, highway, and air travel;
Intercity Freight: Economic deregulation, competition, safety, and efficiency;
International: Foreign investment in transportation infrastructure, expanding service, efficient and safe operation of U.S. flag and other carriers;
Innovation and Human Factors: drug and alcohol use in the commercial transportation system, federal research and development.

Interested parties should contact Dr. Anthony R. Kane, National Transportation Policy Team Director, U.S. Department of Transportation, Room 5102A, 400 7th St., SW, Washington, D.C. 20590. The tentative public hearing schedule is attached.

**U.S. DEPARTMENT OF TRANSPORTATION
POLICY DEVELOPMENT OUTREACH:
WORKING GROUP PUBLIC HEARINGS
JULY - SEPTEMBER 1989**

	<u>DATE</u>	<u>CITY</u>	<u>WORKING GROUP</u>
1	July 25	Moscow, Idaho	Rural America
2 *	July 26 July 27	Baltimore, Maryland	Intercity Freight International
3	July 27	Gallup, New Mexico	Rural America
4	July 31	Washington, D.C.	Innovation & Human Factors
5 *	July 31 August 1	Chicago, Illinois	Intercity Passenger International
6	August 1	Denver, Colorado	Intercity Freight
7	August 1	Montpelier, Vermont	Rural America
8	August 2	Atlanta, Georgia	Urban/Suburban
9 *	August 2 August 3	Los Angeles, California	Intercity Freight International
10	August 3	London, Kentucky	Rural America
11	August 3	Cleveland, Ohio	Intercity Freight
12	August 8	Sioux Falls, South Dakota	Rural America
13	August 9	Kansas City, Kansas	Urban/Suburban
14	August 9	Chicago, Illinois	Innovation & Human Factors
15 *	August 10 August 11	New Orleans, Louisiana	Intercity Freight International
16	August 11	Jackson, Mississippi	Rural America
17	August 11	Seattle, Washington	Innovation & Human Factors

* Co-located on consecutive dates.

WORKING GROUP PUBLIC HEARINGS...

	<u>DATE</u>	<u>CITY</u>	<u>WORKING GROUP</u>
18 *	August 14 August 15	Ft. Worth, Texas	Intercity Passenger International
19	August 15	Morgantown, West Virginia	Rural America
20	August 16	Chicago, Illinois	Urban/Suburban
21	August 17	Augusta, Maine	Rural America
22	August 17	Phoenix, Arizona	Innovation & Human Factors
23	August 23	Oakland, California	Urban/Suburban
24	August 24	Los Angeles, California	Innovation & Human Factors
25	August 30	Philadelphia, Pennsylvania	Urban/Suburban
26	August 30	Miami, Florida	Innovation & Human Factors
27	September 8	New York, New York	Innovation & Human Factors
28	September 11-12	Boston, Massachusetts	Innovation & Human Factors

* Co-located on consecutive dates.



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, July 21, 1989

DOT 90-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

SKINNER TESTIFIES ON OIL SPILL LIABILITY AND COMPENSATION LEGISLATION, INTERNATIONAL PROTOCOLS

Secretary of Transportation Samuel K. Skinner told a Senate committee today that Americans should not have to "suffer all the costs of oil pollution caused by foreign tankers when an international system exists to pay for cleanup and damages."

In testimony on pending oil spill legislation before the Senate Committee on Environment and Public Works Subcommittee on Environmental Protection, Skinner reiterated the Administration's strong support for ratification of two international Protocols which provide compensation for cleanup and damages resulting from tanker oil spills.

The Secretary said, "Ratification of the Protocols will not only provide Americans with good insurance against the financial disaster that can result from an oil spill, it will reassert . . ." the leadership of the United States in world environmental and maritime issues.

Skinner told the Senators, "A vote for the Protocols is a vote for the environment."

The Department on May 11 sent to Congress a proposed comprehensive oil pollution liability and compensation bill which would implement the 1984 Protocols.

Skinner declared that this country's "reputation in the world environmental and maritime community is at stake." Failure to ratify the Protocols, "in the real world of international diplomacy," he added, will jeopardize our credibility and negotiating positions on a broad range of other issues, such as ship design, standards for crews and hazardous substance liability.

At the recent economic summit in Paris, Skinner reported, President Bush made a strong statement on the environment and "expressed the concern of all Americans that national, regional and global capabilities to contain and alleviate the consequences of maritime oil spills be improved."

Acknowledging that "the issue of preemption of state laws has been a factor in preventing passage of implementing legislation in the past," Skinner indicated flexibility in the Administration's position, stating, "It is time to find a solution to this problem."

"To argue that state laws offer a viable alternative to the Protocols is to ignore the facts," Skinner said. "The Protocols provide practical advantages that are unobtainable under state law. This includes effective coverage for U.S. citizens; jurisdiction and enforceability of U.S. judgments abroad; enhanced speed and certainty and settlement of claims; predictability and consistency of limits and costs for shipowners and oil companies and reduced cost to the U.S. of catastrophic oil spills."

Skinner suggested that trying to pay for the cleanup and restoration of Prince William Sound under the patchwork of federal and state laws now on the books "is like financing the effort with the profits from a lemonade stand . . . existing laws . . . need to be strengthened and merged into a single system that is national in scope and comprehensive in coverage.

"We were relatively lucky in Alaska," Skinner said, "because the spill came from one of the richest corporations in the world with a substantial reputation to protect at home and the resources to carry out a massive cleanup."

In his testimony, the Secretary also stressed:

- Administration opposition to "legislation that would shift responsibility for cleanup away from the responsible party and onto the Coast Guard by requiring automatic federalization of cleanup operations . . . which invites the spiller to walk away from the damage."

- The need "to impose heavy civil penalties, in addition to the cleanup costs, if the spiller fails to meet its responsibilities."

- The importance of prevention. Skinner has asked the Coast Guard to undertake a national study to determine changes needed in national, state and local contingency laws. The study will be completed in November.

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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, July 24, 1989

DOT 91-89

Contact: Roslyn Kaiser

Tel.: (202) 366-5571

Kathy Fiorillo

(202) 366-2931

DOT GRANTS LICENSE TO AMERICAN ROCKET
COMPANY FOR A SUBORBITAL LAUNCH IN AUGUST

The Department of Transportation's Office of Commercial Space Transportation (OCST) today announced that it has approved the American Rocket Company's application for a commercial license to conduct a suborbital launch of two research payloads in August.

The rocket, a Single Module Launch Vehicle (SMLV), is scheduled to lift off from Vandenberg Air Force Base in California. Its primary payload is an operational model of a Space Station Crew Egress Return Vehicle developed by the Massachusetts Institute of Technology. The model will be flown to obtain flight test data and flight imaging data. The other payload is a research experiment provided by the Department of Defense.

This will be the first launch for American Rocket Company (AMROC), a California-based manufacturer of launch vehicles, and the first U.S. licensed commercial launch to take place from Vandenberg Air Force Base.

The AMROC license is the fifth commercial launch license issued by the Department. At least eight more license applications will be reviewed this year.

OCST is responsible for reviewing all U.S. commercial launch license applications to ensure that proposed mission plans meet federal safety requirements and that the launches will not jeopardize U.S. national security or foreign policy interests.

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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, July 26, 1989

DOT 92-89
Contact: Bill Mosley
Tel: (202) 366-5571

DOT PROPOSES CHANGES IN RULES ON AIRLINE ADVERTISING

The Department of Transportation today proposed to amend its rules to specifically allow certain airline charges to be listed in advertisements separately from the base ticket price.

The Department also proposed to specifically allow the advertisement of one-way fares that are available only on a round-trip basis, provided the round-trip condition is clearly stated in the ad. The regulatory changes would reflect the Department's long-standing enforcement policy. On April 21, after the Department had begun to develop these proposals, the Air Transport Association petitioned DOT for a rulemaking on these issues.

The proposed changes would allow a separate listing only of government-imposed or approved charges levied on individual passengers, including the \$3 U.S. international departure tax. The proposal would not allow the separate listing of surcharges not levied on a per-capita basis, such as a local per-gallon fuel tax.

The Department said it does not consider travel ads to be unfair or deceptive if they are clear and the total amount to be paid by the consumer can be calculated easily by adding the separately-stated fixed amounts. A consumer reading such ads would be aware of the total amount to be paid and, in addition, would be provided with valuable information on the surcharges. The Department's experience indicates that these types of ads do not cause passenger harm.

The proposed changes are intended to implement the Department's responsibility for protecting aviation consumers from unfair and deceptive trade practices without placing restrictions on the industry that are unnecessary and could limit airline price competition.

Comments on the Notice of Proposed Rulemaking are due 30 days from its publication in the Federal Register.

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U.S. Department of
Transportation

News:

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

FOR RELEASE THURSDAY
July 27, 1989

DOT 93-89
Contact: Kris Yankowski
Tel.: (202) 366-5571

AIRSPACE MODERNIZATION EFFORT MEETING ITS OBJECTIVES, SKINNER SAYS

The strategic plan for modernizing the nation's air traffic control and air navigation system is already on target to achieving its main goals, Secretary of Transportation Samuel K. Skinner said today.

He said the National Airspace System Plan is well on the way to "meeting current and future demand, reducing errors and aviation hazards, making better use of personnel and equipment, and holding the line on operating costs while improving services."

Speaking to a meeting of Professional Airways Systems Specialists, Skinner said the Federal Aviation Administration is "upgrading the infrastructure supporting its entire airspace system. We are installing new systems designs for surveillance, weather information, communications, and other services. Up-to-date telecommunications systems are establishing high-speed links between facilities and improving overall capacity."

He said the new Airport Surveillance Radars, operating in conjunction with new weather radar systems, "represent an impressive advance in radar technology" and are "incredibly accurate." These new ASR-9 radars will be installed at 96 high-traffic airports in the next three years at a cost of \$470 million.

With these new radars, controllers "will be able to direct aircraft around dangerous weather with far greater precision than they can today," he said. The ASR-9 "can detect and track small aircraft that often cannot be seen on today's scopes."

With two operating channels, the new radar will be significantly more reliable than its predecessors, Skinner said. "The ASR-9 will thus reduce the risk of midair collisions and weather-related accidents -- a payoff that is well worth the cost of investment."

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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
Friday, July 28, 1989

DOT 94-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571
Kathy Fiorillo
(202) 366-2931

DOT GRANTS LAUNCH LICENSE TO
MARTIN MARIETTA COMMERCIAL TITAN, INC.

The Department of Transportation's Office of Commercial Space Transportation (OCST) today announced that it has approved an application by Martin Marietta Commercial Titan, Inc. for a license to launch two communications satellites in September.

The launch vehicle, a two-stage Titan III rocket, will lift off from the Cape Canaveral Air Force Station in Florida. Shortly after the rocket reaches orbit, two communications satellites will be deployed. One, SKYNET 4A, is a military communications satellite owned by the British government. The other, JCSAT 2, is a communications satellite owned by the Japan Communications Satellite Co., a consortium of Hughes Communications, Inc., and two Japanese trading companies.

This will be the first commercial launch conducted by Martin Marietta Commercial Titan, Inc., and the company has four more launches listed on OCST's current U.S. Commercial Launch Manifest.

The license to Martin Marietta Commercial Titan, Inc. is the sixth one issued by the Department to date; at least seven more license applications will be reviewed this year.

OCST is responsible for reviewing all U.S. commercial launch license applications to ensure that proposed mission plans meet federal safety requirements and that the launches will not jeopardize U.S. national security or foreign policy interests.

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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
July 31, 1989

DOT 96-89
Contact: Bob Marx
Tel.: (202) 366-5580

SKINNER INVITES GOVERNORS TO JOIN NATIONAL DIALOGUE ON TRANSPORTATION NEEDS

Chicago -- Secretary of Transportation Samuel K. Skinner told the nation's governors today "it is time for a revolution in transportation -- hopefully a peaceful one -- because today, more than ever before, our domestic transportation system has the power to shape the terrain on which this country will compete in world markets."

In an address to the annual meeting of the National Governors' Association, Skinner said his main priority is to develop a policy that will enable the nation to turn its transportation system into a 21st century model of efficiency. Skinner has appointed six working groups focused on different transportation markets. The groups will conduct 33 public hearings across the country in the next two months to seek out the views of private and government organizations.

Skinner said, "If we can develop a comprehensive national policy -- backed by Congress, the states and industry groups -- this country will have a viable plan for rebuilding its transportation infrastructure."

Skinner said that in the public hearings, "I am asking for ideas -- not complaints. We already know the problems. I want to find out what Americans want to do about them."

"The results will affect all of us. We're looking for ways to reduce gridlock; ways to make it easier to get to work; ways to hold down air fares; ways to make America more productive."

Skinner praised the nation's governors for their outstanding report on transportation infrastructure, in particular their emphasis on strategic planning, and asked for their support in developing a national policy.

(more)

"If we don't develop a strategic plan for transportation, we may be overtaken by crises -- crises in congestion, environmental impact and economic stagnation. Without the necessary attention to our transportation system, this country will not continue to enjoy the mobility and quality of life that makes us the envy of much of the world.

"Our agenda is clear. I ask your help in moving forward quickly. The economic growth and international competitiveness of the U.S. depends on preparing for future transportation needs -- a future that, in terms of development and construction lead-times, is literally upon us today."

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**U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Thursday, August 3, 1989

DOT R 05-89
Contact: Claire H. Austin
Tel.: (202) 366-0881

CLEVELAND SITE OF NATIONAL TRANSPORTATION POLICY HEARING

Cleveland area residents had an opportunity to help shape national transportation policy into the next century by participating in a public hearing held today in Cleveland, Ohio.

The Cleveland hearing was one of 33 public hearings being held nationwide at the direction of Secretary of Transportation Samuel K. Skinner to seek public input in the development of a national transportation policy.

"I am particularly interested in the attitudes and opinions of the people who actually use our transportation system. It is the motorist, business traveller, and commuter who stands to gain the most from this far reaching coordinated national policy," Secretary Skinner said.

The policy, scheduled for completion in early 1990, will set the framework through which decisions on transportation infrastructure, services and related needs can be assessed and implemented during the next decade and into the 21st century. "One of my highest priorities is developing a strategic policy to help make transportation more efficient, less expensive and, above all, safe for the American consumer," Secretary Skinner said.

This session addressed intercity freight services for rail, highway, water and air cargo in intercity markets. Other hearings will focus on intercity freight issues, including economic deregulation, competition, safety and efficiency.

The National Transportation Policy Team consists of six cluster groups that will analyze transportation topics such as safety, energy, environment, finance, infrastructure, efficiency, public and private sector roles, and human factors as they relate to particular transportation markets.

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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, August 3, 1989

DOT 97-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

DOT RELEASES MONTHLY AIR TRAVEL CONSUMER REPORT

The Department of Transportation today released its monthly Air Travel Consumer Report that provides information on flight data and mishandled baggage reports for the month of June and consumer complaints against the nation's major airlines for the month of July.

The 13 largest domestic carriers reported that 72.2 percent of their flights operated on time in June, compared to an on-time performance of 79.5 percent in May. These results reflect unusually severe weather conditions along the East Coast. Delays caused by mechanical problems are not counted in compiling this data.

There were 1,119 complaints to the Department against the industry in July, which is 43 percent lower than the 1,969 complaints reported in July 1988, and 30 percent higher than the 862 recorded in June.

Mishandled baggage reports filed against the carriers in June averaged 7.15 reports per 1,000 passengers compared to 6.15 in May.

Consumers who want on-time performance data for specific flights may obtain such information by calling their airline ticket offices or their travel agents.

While DOT only summarizes flight data in its monthly report, it also maintains a file covering more than 20,000 flights available for inspection in Room 4201 of the Department's headquarters building at 400 Seventh Street, S.W., Washington, D.C. Computer tapes (\$150 per tape reel), containing all flight information, 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
Monday, August 7, 1989

DOT 99-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

AUG. 31 DEADLINE FOR EASTERN AIR LINE BANKRUPTCY REFUNDS

The Department of Transportation today warned that consumers seeking ticket refunds in connection with the Eastern Air Lines bankruptcy proceeding must file claims with the court by Aug. 31, 1989.

On July 21, Eastern Air Lines filed a plan which calls for full refunds in cash, with interest, to people holding unused tickets that were purchased before the carrier filed for bankruptcy protection on March 9, 1989 and severely reduced its schedules. As a result of the bankruptcy, consumers whose flights were cancelled could not obtain ticket refunds.

To qualify for the refund, consumers must file a proof of claim form with the court by the end of August. The Department is concerned that many Eastern ticketholders may not have heard about this deadline, since Eastern and the bankruptcy court had initially advised passengers not to file claims with the court until a procedure was established.

The refund plan is still subject to court approval, but Eastern customers should file claims with the court immediately. This includes not only ticketholders, but passengers with unresolved baggage or cargo claims for flights that operated before the bankruptcy filing.

Even if consumers have already notified Eastern of their claim by sending a letter or filling out a baggage claim, they must also file a proof of claim form with the court.

To obtain a proof of claim form and instructions for filing it, consumers should call Eastern at (800) 628-0010. Proof of claim forms may also be obtained from any federal courthouse. They should be sent to: United States Bankruptcy Court, Eastern Air Lines, Inc. Claims Processing Center, P.O. Box 1587, Grand Central Station, New York, N.Y. 10163. They must be postmarked by midnight, Aug. 31, 1989,

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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, August 10, 1989

DOT R 06-89
Contact: Claire H. Austin
Tel.: (202) 366-0881

NEW ORLEANS SITE OF NATIONAL TRANSPORTATION POLICY HEARING

New Orleans area residents have an opportunity to help shape national transportation policy into the next century by participating in a two-day public hearing that begins today in New Orleans, La.

The New Orleans hearing is one of 33 public hearings being held nationwide at the direction of Secretary of Transportation Samuel K. Skinner to seek public input in the development of a national transportation policy.

"I am particularly interested in the attitudes and opinions of the people who actually use our transportation system. It is the motorist, business traveller, and commuter who stands to gain the most from this far reaching coordinated national policy," Secretary Skinner said.

The policy, scheduled for completion in early 1990, will set the framework through which decisions on transportation infrastructure, services and related needs can be assessed and implemented during the next decade and into the 21st century. "One of my highest priorities is developing a strategic policy to help make transportation more efficient, less expensive and, above all, safe for the American consumer," Secretary Skinner said.

The first day's session addressed intercity freight service concerns for rail, highway, water and air cargo in intercity markets. The second day will focus attention on international transportation issues.

The National Transportation Policy Team consists of six cluster groups that will analyze transportation topics such as safety, energy, environment, finance, infrastructure, efficiency, public and private sector roles, and human factors as they relate to particular transportation markets.

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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
August 14, 1989

DOT 101-89
Contact: Ed O'Hara
Tel.: (202) 366-5571

DOT REACHES SETTLEMENT WITH EASTERN AIRLINES ON CONSUMER VIOLATIONS

The Department of Transportation has reached a settlement with Eastern Airlines regarding pre-strike violations of the Federal Aviation Act and DOT consumer protection regulations.

The violations were related to credit card refunds and disclosure of code sharing arrangements to consumers in 1986 and 1987. Airline reservations agents are required to inform travelers when another carrier using the same airline code is operating a particular flight.

The settlement between Eastern and DOT's Aviation Enforcement Office provides for payment of a civil penalty of \$75,000 and orders Eastern to cease and desist from future patterns of violations. Since Eastern is currently in a Chapter 11 bankruptcy proceeding, the settlement will be submitted to the bankruptcy judge for approval.

The penalty is based primarily on the large number of credit refund requests which were not processed in a timely fashion by Eastern in 1987. DOT requires that credit card refunds be made within seven days of fully documented requests. Eastern said most of its refund problems resulted from a procedure in which field offices used company mail to send requests to its Miami headquarters, which processed the requests.

Eastern said it did not admit the violations but that it entered into an agreement with DOT to avoid costly litigation.

The DOT order outlines steps Eastern has taken to resolve its compliance problems. To expedite refunds, Eastern is now using an express delivery service to transmit refund requests to its home office. By making test calls, DOT has found Eastern has also corrected the code sharing disclosure practices used by its reservations agents.

(more)

- 2 -

The case grew out of an investigation of Eastern starting in 1986, the latest in a series of investigations of large airlines by DOT involving consumer protection practices. The investigations have led to the imposition of civil penalties totaling more than \$800,000.

The DOT Enforcement Office said, "Eastern has cooperated fully throughout the course of this investigation and we believe the steps the carrier has taken will improve overall compliance with our consumer protection rules."

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U.S. Department of
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News:

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



FOR IMMEDIATE RELEASE
Thursday, August 24, 1989

DOT 103-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

DOT REMINDS CONSUMERS OF AUG. 31 DEADLINE FOR EASTERN AIR LINE TICKET REFUNDS

Consumers seeking ticket refunds in connection with the Eastern Air Lines strike were reminded by the Department of Transportation today to file claims with the court involved in the bankruptcy proceeding by Aug. 31, 1989.

On July 21, Eastern Air Lines filed a plan which calls for full refunds in cash, with interest, to people holding unused tickets that were purchased before the carrier filed for bankruptcy protection on March 9, 1989 and severely reduced its schedules. As a result of the bankruptcy, consumers whose flights were cancelled could not obtain ticket refunds.

To qualify for the refund, consumers must file a proof of claim form with the court by the end of August. The Department is concerned that many Eastern ticketholders may not have heard about this deadline, since Eastern and the bankruptcy court had initially advised passengers not to file claims with the court until a procedure was established.

The refund plan is still subject to court approval, but Eastern customers should file claims with the court immediately. This includes not only ticketholders, but passengers with unresolved baggage or cargo claims for flights that operated before the bankruptcy filing.

Even if consumers have already notified Eastern of their claim by sending a letter or filling out a baggage claim, they must also file a proof of claim form with the court.

To obtain a proof of claim form and instructions for filing it, consumers should call Eastern at (800) 628-0010. Proof of claim forms may also be obtained from any federal courthouse. They should be sent to: United States Bankruptcy Court, Eastern Air Lines, Inc. Claims Processing Center, P.O. Box 1587, Grand Central Station, New York, N.Y. 10163. They must be postmarked by midnight, Aug. 31, 1989,

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**U.S. Department of
Transportation**

News:

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

FOR RELEASE THURSDAY
September 7, 1989

DOT 107-89
Contact: Hal Paris
Tel.: (202) 366-5571

DOT'S MONTHLY AIRLINE CONSUMER REPORT SHOWS IMPROVED ON-TIME PERFORMANCE

The nation's major airlines improved their on-time performance in July, the Department of Transportation said today in releasing its monthly Air Travel Consumer Report.

The 13 largest domestic carriers reported that 76.9 percent of their flights operated on time in July, compared to an on-time performance of 72.2 percent in June. In compiling the data, delays caused by mechanical problems are not counted.

Complaints to the Department against the industry rose to 1,244 in August, an 11 percent increase over the 1,119 total recorded in July. Complaints, however, were 47 percent below the 2,367 reported in August 1988.

Mishandled baggage reports filed against the carriers in July averaged 7.34 reports per 1,000 passengers, a slight increase over the 7.15 average reported in June.

The rate of passengers involuntarily denied boarding (bumped) declined during the second quarter of 1989 compared to the same period in 1988. During the second quarter of 1989, 2.51 passenger per 10,000 boardings were denied boarding, compared to a 2.75 showing during the April-June period in 1988.

Consumers who want on-time performance data for specific flights can obtain such information by calling their airline ticket offices or their travel agents.

While DOT only summarizes flight data in its monthly report, it also maintains a file covering more than 20,000 flights available for inspection in Room 4201 of the Department's headquarters building at 400 Seventh Street, S.W., Washington, D.C. Computer tapes (\$150 per tape reel), containing all flight information, 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 IMMEDIATE RELEASE
Thursday, September 14, 1989

DOT 110-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

SKINNER LAUDS COAST GUARD'S NEWEST HELICOPTER AT ROLL-OUT CEREMONY

Secretary of Transportation Samuel K. Skinner today lauded the Coast Guard's new HH-60J medium range helicopter, nicknamed the Jayhawk, during roll-out ceremonies at the Sikorsky Aircraft facility in Stratford, Conn.

The Secretary said, "The drug interdiction capabilities of these aircraft will enhance the President's national drug control strategy. We look forward to a full complement of 32 Jayhawks to enable the Coast Guard to perform its many missions."

In addition to search and rescue and drug interdiction missions, the helicopters will be used for marine environmental response, aids to navigation and logistics support. According to the Coast Guard, more than 56,000 lives have been saved with the use of Coast Guard helicopters.

Designed as a medium range helicopter, the Jayhawk is capable of flying 300 miles off shore, remaining on scene for 45 minutes and, with a crew of four, can hoist six people in rescue missions, and return to its point of origin with a safe fuel reserve. The first 24 helicopters will be delivered in March 1990. The HH-60J is one of the initial projects within the Coast Guard's newly-created Office of Acquisition. The nickname Jayhawk was chosen through a service-wide contest last spring.

The ceremony was held on the 50th anniversary of aviation pioneer Igor Sikorsky's first successful helicopter flight.

In addition to the Secretary, the ceremony was attended by Commandant of the Coast Guard Adm. Paul Yost, and officials from the state of Connecticut and Sikorsky Aircraft.

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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, September 18, 1989

DOT 112-89
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT SEEKS COMMENT ON COMPUTER RESERVATION SYSTEM RULES

The Department of Transportation today asked for public comment on whether rules concerning computer reservation systems (CRS) should be continued, modified or terminated.

Current CRS rules are scheduled to expire on Dec. 31, 1990 unless extended through rulemaking. The Department's Advance Notice of Proposed Rulemaking (ANPRM) issued today begins the rulemaking process.

The CRS rules were implemented in 1984 to prevent competitive abuses in the airline industry by CRS vendors. The rules stipulate, among other provisions, that information provided must be organized in an objective and unbiased manner, that participation in a CRS be open to all carriers on a nondiscriminatory basis, and that no subscriber contract can have a term in excess of five years.

DOT's review of the CRS rules has included a May 1988 Study of Airline Computer Reservation Systems and recent orders seeking data from vendors.

Comment on the ANPRM is due 60 days after its 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, September 19, 1989

DOT 113-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

SKINNER EXAMINING LBO'S IN AIRLINE INDUSTRY

Secretary of Transportation Samuel K. Skinner said today he is looking closely at leveraged buyouts (LBO's) in the airline industry and the potential effects they may have on the nation.

In prepared remarks to the International Aviation Club, the Secretary said the Department also is examining foreign airline involvement in potential transactions.

"So that there can be no doubt, I will not allow excessive debt in the airline industry to jeopardize the public interest -- especially in the important area of safety."

Skinner said he is well aware of "success stories with leveraged buyouts benefiting the national economy by promoting more productive and efficient business enterprises," but that "the downside is the growing number of stories of leveraged buyouts that have turned sour . . . I start from the very strong presumption that the marketplace knows more about the proper capitalization of business than do government regulators . . . Yet the issues are important enough to warrant careful scrutiny . . . due to the unique nature of the airline industry."

The Secretary, noting that 90 percent of the industry's traffic is moved by eight carriers, said, "The failure of any of these carriers could reduce the level of competition in the industry . . . it's not easy to replace a lost competitor . . . even short of bankruptcy, the high cost of servicing large debt levels may also deny the airline industry the flexibility to lower fares, expand operations, modernize fleets -- in other words, take steps essential to real competition."

In addition, he said, the airline industry has a unique public interest responsibility. "Debt-ridden airlines, forced to adopt sweeping austerity measures, may unwittingly threaten the safety of the traveling public . . . Airlines today cannot afford to scrimp on the new costs of maintaining the safety of their senior aircraft. We are now discovering the technology to meet the demand for effective noise abatement. Airlines must have the resources to address environmental concerns. We must do everything possible to fight the despicable acts of terrorism. Airlines cannot afford to cut back on security costs."

-more -

The Secretary said concerns about national security raise serious questions about the unparalleled levels of foreign investment being proposed.

"In times of national emergency, U.S. aircraft will be needed as a vital link to our protection . . . civil aviation is an industry that must stand ready for emergency preparedness. We rely on our airlines, on their commitment to America . . . these are some of the reasons Congress has enacted laws regarding limitation on foreign ownership . . . (which) is not troublesome on the basis of national security considerations alone . . .

"The framework for international aviation -- an elaborate maze of bilateral agreements -- is unique in the annals of international business . . . Carefully structured bilateral agreements spell out the opportunities available to each government's airlines. When an airline of another country holds a substantial equity position in a U.S. airline, this framework can be altered radically."

Skinner said the Department has concerns about competition. "Where two airlines of different countries are supposed to be competing with each other, it raises the issue of their willingness to take on each other where they have overlapping ownership and boards of directors."

The Secretary stressed that "DOT must review every transaction case by case . . . under consistent Departmental standards. It is not our intention to discourage appropriate levels of investment. But we cannot ignore the legal and international framework in which we operate . . . we must look down the road at the ramifications of today's decisions.

"Our airlines are not an easily replaceable commodity. We are exploring uncharted areas and must proceed carefully. As long as I am Secretary, you can rest assured that I will keep an eagle eye on these transactions. The interests of the American public cannot and will not be sacrificed.

"Even in our deregulated environment, we must take steps to enhance competition and encourage new entrants. We must remain vigilant of global, reciprocal access to all markets. We must create a level playing field and negotiate with governments throughout the world."

And finally, he concluded, "we must never allow the financial fitness of our airlines to jeopardize safety and security."

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News:

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

FOR RELEASE FRIDAY
September 22, 1989

DOT 114-89
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT SELECTS CARRIERS FOR U.S.-MEXICO CARGO SERVICE

The Department of Transportation today selected three air carriers to provide scheduled all-cargo service between the U.S. and Mexico.

Patrick V. Murphy Jr., the Department's decisionmaker in this case, selected Federal Express to serve Mexico City, Guadalajara and Monterrey from Harlingen, Texas; United Parcel Service to serve the same three points from Houston; and Evergreen International to serve Mexico City from McAllen, Texas and Miami. Amerijet International was awarded backup authority. In Mexico City, all flights would operate out of Toluca Airport.

A recent air cargo agreement between the U.S. and Mexico allowed the designation of three U.S. carriers to provide the first scheduled all-cargo service between the two countries. U.S.-Mexico all-cargo markets are presently served only by charter operators.

Today's decision affirms the July 14 recommendation of Administrative Law Judge Burton S. Kolko, with the exception of the award to Evergreen. Kolko had instead recommended that Amerijet be awarded primary authority.

The carriers may begin service in 30 days.

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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, September 27, 1989

DOT 117-89
Contact: Roslyn Kaiser
Tele.: (202) 366-5571
Kathy Fiorillo
(202) 366-2931

DOT DETERMINES THAT TWO PROPOSED HAWAII LAUNCH SITES ARE SUITABLE FOR SAFE COMMERCIAL LAUNCH ACTIVITIES

The U.S. Department of Transportation's Office of Commercial Space Transportation (OCST) said today it has determined that two proposed launch sites in Hawaii are suitable for safe commercial launches.

The OCST also issued a Notice of Intent to prepare an Environmental Impact Statement (EIS) for a proposed commercial launch complex in Hawaii.

The State of Hawaii proposes the establishment of a commercial launch facility on either Palima Point or Kahilipali Point, both in the Ka'u District located on the southeast coast of the Island of Hawaii. The proposed action includes the construction of launch and launch support facilities, and the extension of roads and utilities. A joint federal-state EIS will be prepared for the site selected. Public meetings will be held in several locations throughout Hawaii next month to solicit response to environmental issues associated with the proposal.

"After thoroughly studying the factors affecting these sites, OCST has determined that both proposed sites are suitable for the safe conduct of launch activities involving certain vehicle types," said Stephanie Lee-Miller, director of OCST. "This action is only a preliminary step and does not constitute approval of a license authorizing the operation of a launch site. It is an evaluation, requested by the State of Hawaii, to determine whether commercial launches may be safely conducted from either or both of the two proposed launch sites."

-more-

The operation of a commercial launch facility will require a license issued by OCST in compliance with the Commercial Space Launch Act of 1984, as amended. Among the factors OCST considered in its review of the two proposed sites were geographic location, population, weather patterns, and marine and air traffic.

A commercial launch facility located in the State of Hawaii would offer commercial launch services providers and their customers the capability to launch to either equatorial or polar orbits from the same site.

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News:

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

FOR RELEASE THURSDAY
September 28, 1989

DOT 118-89
Contact: Ed O'Hara
Tel.: (202) 366-5571

PUERTO RICO GETS FAA GRANT TO REPAIR AIRPORTS DAMAGED BY HURRICANE

Secretary of Transportation Samuel K. Skinner today announced award of a grant of nearly \$1 million to the Puerto Rico Ports Authority to repair and replace airport facilities damaged by Hurricane Hugo on Sept. 18.

Skinner said, "The eastern part of Puerto Rico suffered significant damage from the hurricane. During my visit to that region on Monday, I saw this area needed immediate help, and we are providing it today. This is a first step, and we will evaluate additional requests as expeditiously as we can. With this grant, Puerto Rico can begin to repair airport lighting systems and security fencing at airports in Culebra, Vieques, and San Juan."

The Federal Aviation Administration grant of \$996,000 will be used to install and/or repair guidance signs, runway and taxiway lighting, airport beacons and fencing at Culebra Airport and Vieques Airport. The funds will also be used to install and repair security fencing at San Juan's Marin International Airport.

At Vieques Airport, a fleet of 12 aircraft owned by a commuter airline serving the island was destroyed by Hugo.

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