U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, April 2, 1990

DOT 41-90
Contact: Roslyn Kaiser
Tel.: 366-5571

SKINNER CHALLENGES LAW ENFORCEMENT OFFICIALS TO HELP SOLVE TRAFFIC SAFETY PROBLEMS

Chicago -- Secretary of Transportation Samuel K. Skinner opened the Department of Transportation's first ever Traffic Safety Summit today, challenging the nation's law enforcement officials to help this country forge solutions to traffic safety problems.

Skinner told the leaders of the traffic safety community, "We've calculated that the sum total of the law enforcement experience in this room adds up to at least four thousand years . . . we want to draw on your collective experience to come up with a way to get traffic safety on the country's agenda of top priorities."

Participants at the two-day summit include heads of state police or highway patrols, city police chiefs, directors of state departments of public safety, county sherriffs, heads of commercial motor vehicle inspection agencies and national traffic safety and law enforcement associations.

"Why is it that traffic crashes cost Americans $74 billion a year, yet don't seem to provoke the same degree of concern that crime does, which costs Americans about $13 billion a year?" the Secretary asked. "And we still don't know how many lives are lost each year due to illegal drugs . . . we must ask ourselves, why doesn't 47,000 dead and 3½ million people injured on the nation's highways in a single year grip the soul of the American public in a way proportionate to other concerns, such as drugs, or AIDS?"

The Secretary said, "No one knows better than law enforcement officials . . . you are constantly asked to do more with less. Let us hope that this summit will help ease your burdens -- not only by helping to achieve solutions, but by creating a fuller partnership between the federal government and its state and local counterparts. Let us put aside biases and preconceived notions. Our mission has no political objectives, and doesn't recognize parties."

The agenda for discussion at the meeting includes problems of drunk and drugged driving, enforcement of speed limits and commercial motor vehicle safety laws, and increasing the use of safety belts and child safety seats.

After a series of working sessions on Monday, Skinner will close the summit on Tuesday with a luncheon address and press conference at the Palmer House.

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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, April 3, 1990

DOT 43-90
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT ANNOUNCES HEARINGS TO SELECT AIRLINES FOR NEW U.S.-JAPAN SERVICE

The Department of Transportation announced it will hold hearings this month to select U.S. carriers and gateways for new air service to Japan.

Two separate hearings, one to select six combination services (carrying both passengers and cargo) and one for an all-cargo service, will be held in Washington to allocate new air routes provided by a U.S.-Japan bilateral aviation agreement signed Nov. 6, 1989 which will result in a major expansion of air services between the two countries.

DOT Administrative Law Judge John J. Mathias will preside over the combination hearing, which begins Tuesday, April 24 at 10:00 a.m. in Room 100A of the International Trade Commission Building, 500 E St. SW. Administrative Law Judge Burton S. Kolko will preside over the all-cargo hearing, which starts on Monday, April 23 at 10:00 a.m. in room 5332 of the DOT headquarters building, 400 Seventh St. SW.

The combination proceeding will select three gateways and up to three carriers for additional service in the U.S.-Tokyo market, as well as the same number of gateways and carriers for combination service from the U.S. to points in Japan other than Tokyo or Osaka. The all-cargo proceeding will select one gateway-carrier combination for service between the U.S. and Japan. The Department will also choose gateway/carrier combinations as backups to the primary selections in both proceedings.

The U.S.-Japan aviation market generates over $6 billion in revenue annually for both countries and is America's largest international revenue market. For the 12 months ending September 1989, the Japan market ranked third in terms of numbers of passengers (after Canada and the United Kingdom) and first in revenue passenger miles and passenger revenues.

Currently, five U.S. airlines (American, Delta, Continental, Northwest and United) provide combination service to Japan, and two Japanese airlines operate combination service to the U.S. Two U.S. airlines (Federal Express and Northwest) and two Japanese airlines provide all-cargo service in the U.S.-Japan market. U.S. carriers operate 156 weekly combination flights and 40 all-cargo flights.

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Under the new bilateral agreement, U.S. carriers may operate an additional 24 weekly flights to Tokyo. DOT has designated 18 of these to be combination flights while 6 will be all-cargo flights. The agreement also allows 21 weekly combination flights and seven all-cargo flights to points other than Tokyo or Osaka, and seven combination flights from Alaska to a point other than Tokyo or Osaka. No carrier may operate more than seven flights per week on any route.

The current U.S. gateways to Japan are Anchorage, Chicago, Dallas/Ft. Worth, Detroit, Honolulu, New York, Los Angeles, Minneapolis/St. Paul, Portland, San Francisco and Washington, D.C.

Deputy Assistant Secretary for Policy and International Affairs Patrick V. Murphy, Jr., the Department's designated Senior Career Official, will review the recommended decisions of the Administrative Law Judges and draft final decisions for the Department.

The list of airlines appying for routes, and the gateways they are seeking:

Combination routes

Air Micronesia:	Honolulu-Tokyo Honolulu-Nagoya
American Airlines:	Chicago-Tokyo San Jose-Tokyo Los Angeles-Tokyo Chicago-Nagoya San Jose-Nagoya Los Angeles-Nagoya
America West Airlines:	Honolulu-Tokyo Honolulu-Nagoya
Continental Airlines:	Honolulu-Tokyo Los Angeles-Tokyo Houston-Tokyo Honolulu-Nagoya Seattle-Nagoya Los Angeles-Nagoya
Delta Air Lines:	Los Angeles-Tokyo Honolulu-Tokyo Portland-Nagoya Honolulu-Nagoya
Hawaiian Airlines:	Honolulu-Nagoya Honolulu-Fukuoka
Northwest Airlines:	Kona/Maui, Hawaii-Tokyo Honolulu-Nagoya
Pan American World Airways:	Los Angeles-Tokyo Los Angeles-Nagoya

Combination routes (continued)

Trans World Airlines:	St. Louis-Tokyo
United Air Lines:	Chicago-Tokyo

All-cargo routes

Emery Worldwide Airlines:	Fairbanks-Tokyo
United Parcel Service:	Anchorage-Tokyo

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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
April 5, 1990

DOT 44-90
Contact: Hal Paris
Tel.: (202) 366-5571

DOT REPORTS DECLINE IN AIRLINE CONSUMER COMPLAINTS, BAGGAGE PROBLEMS

The number of consumer complaints against the nation's major airlines declined and mishandled baggage reports also were down in February, the Department of Transportation said today.

The Department, releasing its monthly Air Travel Consumer Report, said complaints from consumers to DOT totaled 915 in February, a 19 percent decline from the 1,128 complaints reported in January and 16 percent below the 1,087 complaints filed in February 1989.

Mishandled baggage problems declined to an average of 7.89 per 1,000 passengers in February compared to 8.70 reports filed in January.

Meanwhile, the 12 largest domestic carriers reported that 73.2 percent of their flights operated on time in February, compared to a 77.6 performance in January. The February showing was better than February 1989 when the carriers operated at a 72.4 percent on-time arrival level. In compiling the data, delays caused by mechanical problems are not counted.

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.

When 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
Thursday, April 5, 1990

DOT 45-90
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

SKINNER TELLS PILOTS OF U.S. COMMITMENT TO OPEN SKIES

Secretary of Transportation Samuel K. Skinner today emphasized the U.S. commitment to a free international aviation market.

In a speech to the International Federation of Airline Pilots Association, Skinner said his recent trip to Europe made it clear that everywhere we look, "We see evidence of momentous change, a new global economic environment with significant opportunities for accelerated growth and development . . . For airline pilots, this means more opportunity, added responsibility, and a chance to become the first generation in a truly global economy."

Skinner said he wanted to underscore the Administration's commitment to a free international market. "Deregulation of the U.S. airline industry is working and working well. Now it is high time that we work to deregulate international aviation markets.

"As Secretary of Transportation, I have pledged to begin tearing down the walls that were erected to prevent open skies around the world." He continued, "The time is right to move against unnecessary international barriers to competition . . . it is my hope that all the people of the world can enjoy the same benefits of deregulation that U.S. travelers enjoy."

Toward that goal, Skinner said, "We are creating new opportunities for air travel outside the traditional horse-trading bilateral negotiating process. Last week, the Department granted the application of KLM to fly between Amsterdam and Baltimore under a newly-established program to expand international air service to more U.S. cities. The award was the first made under the new program, and we welcome applications from other carriers."

He said DOT is working hard to establish liberal agreements with as many countries as possible. "We have recently proposed to several of our major trading partners the establishment of an unrestricted 'open skies' aviation regime . . . to realize our vision of a freer system of international aviation by the year 2000, we must develop innovative ways to create more free trade in international aviation services," he said.

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Skinner noted that capacity, security and safety concerns are all part of any truly international aviation system. "We are going to deal with these issues under the framework of the National Transportation Policy . . . we have, in the reauthorization of the Federal Aviation Administration submitted to Congress, proposed a 73 percent increase in spending over five years and a provision to allow local airports to charge a $3 passenger facility charge for construction of new capacity and we are going forward with the National Airspace System (NAS) plan to modernize the air navigation system with state-of-the-art technology . . .

"We have taken steps to make international aviation more secure over the next few years . . . with Thermal Neutron Analysis (TNA) units to screen checked baggage for international flights from about 40 of the busiest airports in the U.S. and overseas," he said. Two TNA units are already installed at JFK International and Miami airports, and we have just signed an agreement with the United Kingdom for installation and calibration for a TNA unit at London/Gatwick to begin in May.

Saying that safety is always the highest priority of the Department and the FAA, Skinner said that DOT is giving considerable study to human factors. He praised the Air Line Pilots Association (ALPA) in this country for taking the lead on the alcohol abuse issue 20 years ago. He pointed out that ALPA began a Human Intervention and Motivation Study that led to an employee assistance program for professional pilots, a program that became a model for the industry.

The Secretary continued, "We hope to have a comprehensive national plan for human factors research that will help us alleviate as many human performance errors as possible . . . this research will focus on automation and technology, aviation system monitoring capability, human performance factors, information transfer, controls, display and workshop design, training and selection.

"By the time I leave this office," Skinner added, "I want the United States to be well on the way toward building the transportation system it must have in the 21st century."

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U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, April 6, 1990

DOT 49-90
Contact: Hal Paris
Tel.: (202) 366-5571

DOT TENTATIVELY APPROVES TRANSFER OF EASTERN'S SOUTH AMERICAN AND LATIN ROUTES TO AMERICAN

The Department of Transportation today granted tentative approval to the transfer of Eastern Airline's South American and Latin American routes to American Airlines.

The Department issued an order directing all interested persons to show cause why it should not approve, subject to conditions, the transfer of the South American and Latin routes requested by Eastern, American and Continental in a joint application filed Jan. 5, 1990. Objections to DOT's tentative findings are due by April 13, with answers to such objections required by April 16.

The Department said it had concluded that tentatively approving the joint application was in the public interest and the proposed transfers do not conflict with important international aviation policy objectives.

The order proposes to approve the transfer to American of Eastern's Central and South American routes, a Miami-to-Madrid route and Continential's Miami to London certificate.

The Department, however, declined to transfer Eastern's Miami/Tampa-Toronto route, saying instead that it planned to institute a proceeding to (1) determine if the route should be transferred to American; and (2) if not, to select a carrier to operate the service.

In its application, the carriers stated that transfer of the routes was essential to the viability of Eastern and that American's acquisition would assure that a continuous pattern of integrated service is maintained.

The show cause order said in part:

We have independently considered the competitive impact of the proposed transfers, both overall and with respect to individual and regional markets, in the context of our international aviation policy objectives. We tentatively conclude that, as conditioned, approval of the transfers will not reduce competition, and indeed will in many respects improve it.

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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, April 6, 1990

DOT 46-90
Contact: Kathy Fiorillo
Tel.: (202) 366-2931

DOT ISSUES SECOND 1990
QUARTERLY COMMERCIAL LAUNCH MANIFEST

The Department of Transportation today released the second quarterly Commercial Space Launch Manifest for 1990. Four more missions have been added to the manifest since it was last revised in January 1990.

The four additions are all Orbital Sciences Corp. suborbital missions: LPX 1 and LEAP 1 (scheduled to take place in 1991); and LPX 2 and LEAP 2 (scheduled to take place in 1992). The manifest shows a total of 35 launches scheduled through mid-1995, with 11 of these expected to take place this year.

Stephanie Lee-Miller, Director of the DOT's Office of Commercial Space Transportation, noted that the revised manifest comes just after President Bush and Secretary Skinner unveiled the National Transportation Policy (NTP), a comprehensive strategy for meeting America's current and future transportation needs. The development of a strong, competitive U.S. commercial space transportation sector is an important part of the NTP and an essential element in maintaining America's economic and technological leadership and advancing national security interests as well.

More than half a dozen private U.S. companies currently market commercial launch services. Collectively, they have invested more than $600 million in the growing U.S. commercial launch industry. Payload customers include international organizations, domestic and foreign companies, and the governments of the United States, Indonesia, Italy, India, Sweden, and Great Britain. The payloads include the Mars Observer and other scientific experiments, communications satellites and weather satellites. To date, four successful DOT-licensed commercial launches have taken place.

(more)

U.S. COMMERCIAL LAUNCH MANIFEST
(As of April 1990)

COMPANY	PAYLOAD/ COUNTRY	CUSTOMER LAUNCH DATE
McDonnell Douglas	PALAPA-B2-R (Indonesia)	4/90
Space Services, Inc.	Consort 3 (U.S.)	5/90
General Dynamics	CRRES (U.S.)	6/90
Martin Marietta	INTELSAT VI (Intern'l Consortium)	6/90
McDonnell Douglas	INSAT 1-D (India)	6/90
McDonnell Douglas	BSB-R2 (Great Britain)	8/90
McDonnell Douglas	INMARSAT-2 Flt#1 (Intern'l Consortium)	10/90
General Dynamics	EUTELSAT (European Consortium)	11/90
Orbital Sciences Corp. Space Data Division	Joust 1 (U.S.)	11/90
Space Services, Inc.	Consort 4 (U.S.)	11/90
McDonnell Douglas	NATO IVA (NATO)	12/90
McDonnell Douglas	INMARSAT-2 Flt#2 (Intern'l Consortium)	2/91
McDonnell Douglas	ASC-2 (U.S.)	3/91
Orbital Sciences Corp. Space Data Division	LPX 1 (U.S.)	3/91
McDonnell Douglas	AURORA II	5/91
Space Services, Inc.	Consort 5 (U.S.)	5/91

COMPANY	PAYLOAD/ COUNTRY	CUSTOMER LAUNCH DATE
AMROC	SET-2 (U.S.)	/91
General Dynamics	GOES I (U.S.)	/91
General Dynamics	GALAXY V (U.S.)	/91
General Dynamics	INTELSAT-K (Intern'l Consortium)	/91
Orbital Sciences Corp. Space Data Division	Joust 2 (U.S.)	/91
Orbital Sciences Corp. Space Data Division	LEAP 1 (U.S.)	/91
Orbital Sciences Corp. Space Data Division	LPX 2 (U.S.)	1/92
Martin Marietta	MARS OBSERVER (U.S.)	9/92
General Dynamics	GOES J (U.S.)	/92
General Dynamics	GALAXY IR (U.S.)	/92
General Dynamics	UHF 1 (U.S.)	/92
General Dynamics	ORION 1 (U.S.)	/92
Orbital Sciences Corp. Space Data Division	LEAP 2 (U.S.)	/92
Orbital Sciences Corp.	FREJA (Sweden)	/92
General Dynamics	INTELSAT VII Flt#2 (Intern'l Consortium)	/93
General Dynamics	INTELSAT VII Flt#3 (Intern'l Consortium)	/93
General Dynamics	ORION 2 (U.S.)	/93

COMPANY	PAYLOAD/ COUNTRY	CUSTOMER LAUNCH DATE
General Dynamics	SAX (Italy)	/94
General Dynamics	GOES K (U.S.)	/95

U.S. Department of Transportation

Office of the Secretary of Transportation

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U.S. Department of Transportation

News:

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

M-4965

FOR IMMEDIATE RELEASE
Friday, April 6, 1990

DOT 49-90
Contact: Hal Paris
Tel.: (202) 366-5571

DOT TENTATIVELY APPROVES
TRANSFER OF EASTERN'S SOUTH AMERICAN
AND LATIN ROUTES TO AMERICAN

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The show cause order said in part:

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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, April 9, 1990

DOT 47-90
Contact: Elaine Matrigali
Tel.: (202) 366-5571

SKINNER SPEAKS ON THE MERITS OF AIRLINE DEREGULATION

Phoenix -- Secretary of Transportation Samuel K. Skinner today emphasized the merits of airline deregulation and suggested that they not be limited to our domestic market but shared so that "all the people of the world can enjoy the same benefits of deregulation that American travelers enjoy."

In a speech at Arizona's Aviation Future Symposium, Secretary Skinner said, "We want to push the door wide open to free and unfettered competition for international air transportation."

Sharing his thoughts on how the Administration intends to free the so-called international aviation market, Skinner said, ". . . we must work within the bilateral context to establish liberal agreements with as many countries as possible . . . create new opportunities for air travel outside the traditional horse-trading bilateral negotiating process . . . look at alternatives to the bilateral negotiation process.

"The Administration stands ready to conduct discussions in any forum -- formal or informal -- in which the prospects of creating a genuine market for international services can be advanced," Skinner added.

"Aviation is the wave of the future," the Secretary said. "It can do for our country in the 21st century what railroads and the interstate highway system have done in the 19th and 20th centuries."

He noted that those who expect to capture the future, must plan for the future and that the National Transportation Policy is based on the fundamental assumption that America's success in the world requires a long-term strategic approach.

- more -

"Perhaps no issue is more urgent than your need to address the challenge of airport capacity," Skinner said. ". . . There is no time for delay, especially in Arizona where aviation is your link to the world."

He told the group that their decision to build a third runway for Sky Harbor "is very wise" because the third runway is essential for Sky Harbor to maintain its safe and efficient service. "Across the country, others are on the move," he said.

The Secretary pointed out how Atlanta's world class international airport has been a tremendous boon to the local economy, how Dallas/Fort Worth was "forward-looking" and now reaping the fruit of its 1974 airport, and that Denver's new airport promises to increase capacity and decrease delays throughout the country's entire airspace system.

"Federal handouts, however, will not be the major source of funding in the new transportation era," he said. He pointed out that increased funding will have to come from the state and local level, as well as the private sector, and that it will provide state and local governments more flexibility and more control over their transportation dollars and result in better managed projects.

The Secretary explained how the Department is asking Congress to allow airports to impose passenger facility charges. This is a special user fee of up to $3 a passenger per flight that, in the case of Sky Harbor, could raise close to $29 million in one year.

# # # # #

Moving America Into the 21st Century

NEWS RELEASE

FOR IMMEDIATE RELEASE
Tuesday, April 17, 1990

DOT 51-90
Contact: Chuck Kline
Tel.: (202) 366-2928

DEPARTMENT OF TRANSPORTATION'S COMMERCIAL SPACE OFFICE PARTICIPATES IN MONTREUX SPACE CONFERENCE

The Department of Transportation's Office of Commercial Space Transportation (OCST) joined with members of the U.S. aerospace industry to promote American interests at the recent Space Commerce '90 Conference in Montreux, Switzerland.

Secretary Samuel K. Skinner noted that the event marked the first time the office, mandated by Congress in 1984 to promote and regulate the nation's commercial space business, has participated in the international promotion of the domestic industry. "This kind of activity is an important aspect of the National Transportation Policy goal of enhancing the U.S. commercial space industry's competitive position in world markets," Skinner said.

The Commercial Space Launch Act of 1984, Sec. 5(a), authorizes the Secretary of Transportation to "encourage, facilitate and promote commercial space launches by the private sector."

Led by OCST Director Stephanie Lee-Miller, the Department hosted a U.S. commercial launch briefing for the international press and space business community during the conference. Participants included representatives of the U.S. commercial launch industry, which is engaged in stiff international competition in the burgeoning business of launching commercial satellites and other space payloads.

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U.S. Department of Transportation

"The United States must be able to compete aggressively in the international marketplace," Ms. Lee-Miller said. "American companies were pioneers in this technology, but increasingly foreign entities and governments are getting into the field. Government and industry must work together to maintain U.S. leadership in civil and commercial space activity."

General Dynamics, Martin Marietta, McDonnell Douglas and Space Services Inc. of America, were among some 20 U.S. companies at the third biennial international conference on commercial uses of space. More than 500 government, industry and academic delegates from 24 countries attended the conference.

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U.S. Department of Transportation

Office of the Secretary of Transportation

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

Moving America Into the 21st Century

NEWS RELEASE

FOR IMMEDIATE RELEASE
Wednesday, April 18, 1990

DOT 52-90
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

SKINNER SAYS TRUCK DEREGULATION
BENEFITS TRUCKERS, CONSUMERS ALIKE

CHICAGO -- Secretary of Transportation Samuel K. Skinner said today there was an urgent need "to free the trucking industry of the maze of red tape that threatens the nation's competitiveness."

Skinner told the National Private Truck Council . . . "The crazy quilt of state economic regulations and paperwork requirements is a waste of American resources we can no longer afford . . . "

The Secretary said that truck deregulation and uniformity of state regulations are both provocative issues. "They are both controversial but they cut to the very heart of the economy of this country . . . the bulk of the cost to our economy comes from state economic regulation and non-uniformity of state registration and taxation . . .

"Today, the meter is running at the rate of between $4.1 and $6.2 billion a year in extra costs imposed on truckers, and indirectly on shippers and consumers, as a result of state regulation and lack of uniformity." Skinner pointed out that 42 states continue to regulate the rate, routes and services of carriers, as well as entry into the trucking industry."

The Secretary said truck deregulation works on the bottom line of the balance sheet of truckers, shippers and every consumer in America. It is estimated that deregulation of freight -- air, rail and truck -- has saved about $40 billion a year.

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U.S. Department of Transportation

Saying that there's no foundation for the charge that economic deregulation has affected safety, Skinner said, "We have carefully monitored the trucking industry's safety record and have found no valid link between the presence or absence of economic regulation with safety performance. The rates of fatal accidents, fatalities and injuries involving large combination trucks have been consistently lower since 1980 than they were it was in the pre-deregulation years of 1978 and 1979 and the fatal accident rate per 100 million miles driven by these trucks has fallen by one-third since that time."

Skinner touched on other issues. "Reasonable access off the interstate highway system to a trucker's destination . . . could save $2.3 billion annually. The Department will issue a final rule on access within the next 60 days, and it will do it without riding roughshod over valid highway safety concerns," he said.

Speaking of funding, he added, "We recognize the need to preserve the integrity of the Highway Trust Fund . . . which has served us well in the past, and we are going to spend the trust fund in a responsible manner for the purpose for which it was collected, for transportation."

# # # # #

U.S. Department of Transportation

Office of the Secretary of Transportation

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Washington, D.C. 20590

U.S. Department of Transportation

News:

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

FOR RELEASE
Thursday, April 19, 1990

DOT 55-90
Contact: Russell A. Rockwell
Tel.: (202) 366-4433

DRUG TESTING BEGINS FRIDAY
FOR PIPELINE PERSONNEL

Drug testing begins Friday (April 20) for certain employees of companies that operate 1.7 million miles of pipelines used to transport natural gas and hazardous liquids, the Department of Transportation said today.

The Department's Research and Special Programs Administration (RSPA) said the rules now effective cover operators of pipeline facilities with more than 50 employees, whose duties involve operation, maintenance or emergency response functions. Drug testing for companies with 50 or fewer employees becomes effective Aug. 21, 1990.

RSPA estimates that more than 116,000 pipeline employees nationwide are now subject to pre-employment, post-accident, random and reasonable cause testing for the presence of marijuana, cocaine, opiates, amphetamines and phencyclidine (PCP).

RSPA Administrator Travis P. Dungan said, "The Department's drug testing rules have been carefully sculpted to serve as a deterrence to drug use, to protect the rights of the individual and to respect his or her privacy. The public needs assurance that our pipeline systems are safe, that employees of pipeline facilities and operators who produce and store liquefied natural gas are drug free."

# # # # #

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Moving America Into the 21st Century

NEWS RELEASE

MEDIA ADVISORY

CONTACT: CLAIRE H. AUSTIN
(202) 366-0881
ED GREEN
(202) 272-0011

MAGLEV GOVERNMENT/INDUSTRY FORUM
TO CONVENE IN WASHINGTON, D.C.

Washington, DC -- Federal Railroad Administrator Gilbert E. Carmichael, and Army Corps of Engineers Major General Pat Kelly will convene the Maglev Government/Industry Forum on the Federal Maglev Initiative in Washington, D.C., May 2-3. The Forum will take place at the Embassy Row Hotel and will bring together some 200 government and industry officials across the states and throughout the country. The purpose of the Maglev Forum is to explore the U.S. research of development of magnetically levitated high-speed ground transportation (Maglev).

Primary topics to be discussed include: existing maglev technology; public-private sector partnerships; potential to leapfrog existing technology; research and development; estimating the market for Maglev; first phase of a national test facility; safety, environment and health.

All members of the media planning to cover the Maglev Forum should take note of the following information:

CREDENTIALS REQUESTS:

All media covering the Maglev Government/Industry Forum will be required to obtain Media Credentials. Advance requests for credentials may be phoned in or faxed to the Federal Railroad Administration - Office of Public Affairs as follows:

U.S. Department of Transportation

US Army Corps of Engineers

- o Credentials Fax Number: (202) 366-7009

- o Credentials Coordinators: Kaye Wood
  (202) 366-4077
  Steve Borows
  (202) 366-1099

Credential requests should be on news organization letterhead and should include the following information:

- o Name of news organization
- o Address
- o Phone number
- o Names of all personnel requiring credentials
- o Designation of function (reporter/technician/ photographer etc.)
- o Name and title of news supervisor
- o Type of media (radio, TV, newspaper, periodical, etc.)

ON-SITE CREDENTIALLING:

All media covering the Forum will be able to request and obtain credentials on-site, by bringing the same information as above to the credentials pick-up desk at the Press Center at the Embassy Row Hotel. A schedule for pick-up will be announced in a later advisory. Members of the news media will need to present a current, valid press identification together with a photo-I.D. (driver's license, etc.) to obtain credentials. One person may pick-up all credentials for the entire organization.

FORUM SCHEDULE:

For media planning purposes, the tentative Maglev Forum schedule includes the following events:

Wednesday, May 2, 1990:

8:15 am Keynote Address: Deputy Secretary of Transportation Elaine Chao

8:45 am Welcoming Remarks: Gil Carmichael, Federal Railroad Administration; Major General Pat Kelly, U.S. Army Corps of Engineers

12:00 Luncheon Speakers: Senator Patrick Moynihan and Senator Harry Reid

Thursday, May 3, 1990:

10:00 am Press Availability/Press Center: Gil Carmichael, Major General Pat Kelly

12:00 Luncheon Speaker: Dr. D. Allen Brolemy Assistant to President for Science and Technology

U.S. Department of Transportation

News:

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

FOR RELEASE WEDNESDAY
April 25, 1990

DOT 56-90
Contact: Hal Paris
Tel.: (202) 366-5571

THOUSANDS USING DOT SERVICES TO AID CONSUMERS

Thousands of consumers are calling the Department of Transportation's toll-free Hotlines for information on transportation-related issues ranging from how to use a child safety seat to safety defects in boats, Secretary of Transportation Samuel K. Skinner said today.

"The Federal Aviation Administration (FAA), the Coast Guard and the National Highway Traffic Safety Administration (NHTSA) all operate toll-free phone service to help consumers with questions and problems," Secretary Skinner said in commemorating National Consumers Week, April 23-27. "And air travelers can phone or write to the Department's Consumer Affair's Office when they have service problems with carriers."

Operators at NHTSA field 8,000 to 10,000 calls a week on their toll-free Auto Safety Hotline at 800-424-9393 (366-0123 in the Washington, D.C. area), which consumers can call 24 hours a day.

"NHTSA is responsible for highway safety in our nation, and hotline operators can provide information on a variety of safety-related subjects," said Jerry Ralph Curry, NHTSA administrator. "Questions range from new car crash test results to how an air bag works. Consumers can also report vehicle safety problems to our engineers, and can help bring about safety recalls."

One important function of the Hotline is educating the public about the proper use of child safety seats. "There are laws in every state requiring child safety seats," said Curry. "The Hotline can give information about safety seat recalls and can help people learn how to use the seats correctly."

Other consumer resources offered by the Department of Transportation include:

-- The Coast Guard operates a Boating Safety Hotline, which can provide consumers with safety recall information on individual model recreational boats and receive reports from owners concerning possible safety defects in their boats. The Hotline operator can answer questions about boating safety matters, and may often be able to send callers pamphlets, consumer fact sheets, or other written material in response to questions. The toll free number is 800-368-5647 (267-0780 in the Washington, D.C. area).

-more-

-- The Coast Cuard also operates two other Hotlines. The Marine Safety "Alert" (800-323-SAFE) takes reports of possible unsafe conditions onboard U.S. merchant vessels. Designed primarily to receive reports from personnel who work on merchant vessels, the Hotline will also accept reports from passengers traveling on U.S. commercial vessels (for example scuba diving boats, or excursion and sight-seeing vessels). It operates 24 hours a day, seven days a week. In the Washington, D.C. area, the number to call is 267-2100. The Oil and Chemical Spill Hotline (800-424-8802) takes reports of oil, gas and hazardous chemical spills that occur anywhere in the United States, either on land or in the water. It operates 24 hours a day. (In the Washington, D.C. area the number to call is 267-2100.)

-- The FAA consumer Hotline (800-FAA-SURE) operates in all 50 states and the District of Columbia. Hours of operation are 8:00 a.m. to 4:00 p.m. Eastern Standard Time during regular business days. FAA can only respond to calls within its purview, such as problems involving carry-on baggage, airport security procedures, child safety seats, or user services provided by the agency. In the Washington, D.C., area, the number to call is 267-8592.

-- Consumers with an airline service complaint are encouraged to first contact the airline to resolve any problem. In most cases, this action proves successful. Should they still be dissatisfied, they can call the Consumer Affairs Office at (202) 366-2220 or write to Consumer Affairs Division, Department of Transportation, I-25, Washington, D.C. 20590. Those who write should include a daytime telephone number. The majority of complaints received on airline service concerns flight problems, baggage and refunds. A flight problem may involve a flight cancellation or delay. Other problems include being bumped from a flight, fares, ticketing and reservations.

# # # #

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
April 26, 1990

DOT 57-90
Contact: Ed O'Hara
Tel.: (202) 366-5571

DOT AWARDS U.S.-JAPAN ROUTE TO CONTINENTAL AIRLINES

The Department of Transportation announced today it has selected Continental Airlines to provide new combination (passenger and cargo) service on a Houston-Honolulu-Tokyo route.

In an order issued today by Patrick V. Murphy Jr., Deputy Assistant Secretary for Policy and International Affairs, DOT found that Continental's proposed service would provide significant passenger and cargo benefits and would fulfill an important need for single-plane service between Houston and Tokyo. The order affirmed an earlier recommended decision by Administrative Law Judge Ronnie A. Yoder. DOT awarded backup authority to America West, which proposed Honolulu-Tokyo service linked with Las Vegas and Phoenix.

Authority for the service stems from an interim agreement between the U.S. and Japan in 1985. Initially, Federal Express was chosen to provide small package service under the agreement. However, when Federal Express applied to acquire the Flying Tiger Line, which already had U.S.-Japan cargo authority, DOT required Federal Express to relinquish the small package route.

When DOT instituted the current proceeding in 1989, it decided the public interest would best be served by a combination route.

Six U.S. carriers applied for the service, with four of them -- Continental, America West, Aloha, and Delta -- proposing service between Honolulu and Tokyo. Hawaiian proposed service between Honolulu and Nagoya. American proposed service between San Jose and Tokyo.

In today's order, DOT said that the Honolulu-Tokyo market provided greater public benefits than the others which had been proposed. Among the carriers proposing service in that market, DOT said Continental should be selected largely because it proposed to serve Houston on a single-plane basis.

(more)

Discussing the need for Houston-Tokyo service, DOT noted that there is a strong community of interest between the two cities, and that Houston is the only city among the nation's four largest that does not have single-plane service to Tokyo. The selection of Continental, a major carrier already operating in the Japanese market, would increase competition with Japanese carriers for Japan-originating passengers. Continental's cargo service should significantly increase Houston's exports, DOT said.

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U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, April 26, 1990

DOT 58-90
Contact: Hal Paris
Tel.: (202) 366-5571

DOT APPROVES TRANSFER OF EASTERN'S SOUTH AMERICAN AND LATIN ROUTES TO AMERICAN

The Department of Transportation today approved the transfer of Eastern Airline's South American and Latin American routes to American Airlines.

The Department transmitted to the President an order approving the transfer, subject to certain conditions, of the South American and Latin routes requested by Eastern, American and Continental in a joint application filed Jan. 5, 1990. The President has the opportunity to disapprove the order on grounds of national security or foreign policy.

The Department said it had concluded that the joint application was in the public interest and the proposed transfers do not conflict with important international aviation policy objectives.

The order approves the transfer to American of Eastern's Central and South American routes, a Miami-to-Madrid route and Continental's Miami-to-London certificate.

The Department, however, declined to transfer Eastern's Miami/Tampa-Toronto route, saying instead that it would institute a proceeding to (1) determine if the route should be transferred to American; and (2) if not, to select a carrier to operate the service. Three other carriers have expressed interest in the route.

In its application, the carriers stated that transfer of the routes was essential to the viability of Eastern and that American's acquisition would assure that a continuous pattern of integrated service is maintained.

# # # # #

Moving America Into the 21st Century

NEWS RELEASE

FOR IMMEDIATE RELEASE
Monday, April 30, 1990

DOT 59-90
Contact: Elaine Matrigali
Tel.: (202) 366-5571

SECRETARY SKINNER ANNOUNCES NEW
FEDERAL POLICY AT UMTA CONFERENCE

Louisville -- Secretary of Transportation Samuel K. Skinner today announced a new federal policy that will permit urban mass transit systems to reduce the cost of rolling stock by using a newly developed financing technique called "cross-border leasing."

In an address at the Urban Mass Transportation Administration's Sixth Annual Public-Private Conference, Secretary Skinner said, "I am very pleased to announce a new policy that promises to expand private sector participation in urban mass transportation. Effective immediately, the Urban Mass Transportation Administration will be operating under the provisions of a new policy designed to facilitate the use of cross-border leasing arrangements in the procurement of urban transportation assets.

A cross-border lease is a foreign tax code-oriented transaction wherein a foreign investor/lessor agrees to buy certain transit assets and lease them to a transit agency/lessee. Transit agencies can usually expect to net approximately five percent of the cost of equipment in these transactions, which amounts to approximately $100,000 to $150,000 per rail car.

The Secretary said that experience with cross-border leasing suggests that the technique may be a very important instrument for using the energy of the private sector to get greater efficiency and productivity out of our transportation investments. ". . . we must continue to strive for real competition, and allow the marketplace to work its magic. We want the private sector to compete in every aspect of our transpsortation systems," he said.

Skinner said he believed greater entrepreneurship could be created by removing some of the artificial constraints in the current grant delivery programs. "We believe that the flow of federal dollars needs to be more stable and flexible," he said.

- more -

U.S. Department of Transportation

The Secretary predicted . . . a quiet revolution will take hold across the country making fundamental changes in the way we approach transportation financing . . . there will be innovative approaches that will involve state and local governments as much as Washington . . . the private sector will be involved as much as each level of government.

Skinner told how in many cities, the private sector is helping to finance major transportation projects. He cited examples in New York -- more than $100 million in transit improvements funded by the private sector; in Boston -- the South Station was leased and rehabilitated by a private developer; in Miami -- a private developer donated metrorail right-of-way; and in Denver -- a local transit agency exchanged a 65-year air-rights lease above the bus terminal for $400,000 a year and a share of the profits.

"Under these programs, the private sector can assist cities in leveraging federal dollars by contributing to the local match," he said.

Secretary Skinner emphasized, however, that . . . the services of existing public mass transit systems will not be converted over to private operations . . . the private sector can't be expected to invest its money in urban transportation unless there's a reasonable opportunity to make an adequate profit. "Where there's a measure of risk there must be a possibility of profit . . . in the end, both interests come out ahead -- public and private," he said.

"These are exciting and challenging times for the transportation industry," Secretary Skinner said. "Privately owned toll roads, high speed rail corridors, maglev projects, HOV lanes, new highways, toll facilities for bridges -- all of this, in my opinion, provides us with a great opportunity for rebuilding our nation's transportation infrastructure."

# # # # #

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, April 30, 1990

DOT 60-90
Contact: Elaine Matrigali
Tel.: (202) 366-5571

DOT RECIPIENT OF PRESIDENT'S VOLUNTEER ACTION AWARD

President Bush honored the Department of Transportation (DOT) for its outstanding efforts in the field of volunteerism. Charles McGuire and Saundra Brown accepted the President's Volunteer Action Award April 27 on behalf of the Department's Volunteer Committee.

Secretary of Transportation Samuel K. Skinner was represented by his Chief of Staff, John Gaughan, at the ceremony. DOT was one of 19 winners out of a field of 2,800 applicants.

The committee provides a variety of volunteer activities for Department of Transportation employees including an adopt-a-school program, a partnership with a senior center, support to a homeless program and special fund-raising events.

In the largest and longest running program, the employees have adopted Hine Junior High School in the District of Columbia and provide tutorial services in science, math and English, career mini lecture series, resume and job application workshops, and a cultural enrichment program.

The DOT Volunteer Committee consists of a Volunteer Coordinator from the Office of the Secretary and representatives from each of the Department's 11 operating administrations. Through this committee, a volunteer network has been established throughout the Department. The group meets periodically to plan, discuss and evaluate its programs.

To finance these programs, the DOT volunteers sponsor book and bake sales, auctions, fun fairs, raffles, ice cream socials, doughnut sales, and an annual "Spring Fling." To date, more than $50,000 has been raised.

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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
April 30, 1990

DOT 61-90
Contact: Hoyte Decker
Tel.: (202) 366-2220

DOT INTRODUCES "PLANE TALK,"
AIR TRAVEL TIPS FOR CONSUMERS

The Department of Transportation today introduced the first in a series of tips for air travelers called "Plane Talk," informative fact sheets that address a wide range of issues. Two topics covered today are: "Frequent Flyer Programs" and "Transporting Live Animals."

Additional fact sheets will be issued periodically by the DOT's Aviation Consumer Affairs Office. Persons interested in obtaining a free copy of one or both fact sheets may write to the Department of Transportation, Consumer Affairs Office, I-25, Washington, D.C. 20590 and refer to either or both titles.

The DOT Consumer Affairs Office assists persons having problems related to air transportation. Consumers with an airline service complaint are encouraged to first contact the airline to resolve a problem. In most cases, this action proves successful. Should they still be dissatisfied, they can write to the Consumer Affairs Office or call (202) 366-2220.

The "Plane Talk" series is in addition to "Fly Rights," a brochure offered by the office as a guide to air travelers. The brochure describes the rights of air travelers and provides advice about such subjects as fares, baggage and delayed or canceled flights. Single copies of "Fly Rights" are available for $1.00 from the Consumer Information Center, Department 156T, Pueblo, Colo. 81009.

# # # #

U.S. Department of Transportation

News:

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

FOR RELEASE TUESDAY
May 8, 1990

DOT 62-90
Contact: Hal Paris
Tel.: (202) 366-5571

DOT REPORTS IMPROVEMENT IN CARRIER ARRIVAL PERFORMANCE; COMPLAINTS UP

The nation's major airlines reported an improved on-time performance in March but consumers filed more complaints against the carriers during the period, the Department of Transportation said today.

The Department, releasing its monthly Air Travel Consumer Report, said the 12 largest domestic carriers reported that 76.5 percent of their flights operated on time in March, compared to a 73.2 percent performance in February. In compiling the data, delays caused by mechanical problems are not counted.

Mishandled baggage problems showed a slight decline, with reports averaging 7.69 per 1,000 passengers in March compared to 7.89 reports filed in February.

Complaints from consumers to DOT climbed to 1,240 in March, an increase of 26 percent over the 915 complaints recorded in February. Complaints for the first quarter of 1990 totaled 3,316, a 3 percent increase over the 3,213 complaints registered during the first three months of 1989.

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.

When 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.

# # # #

Moving America Into the 21st Century

NEWS RELEASE

FOR IMMEDIATE RELEASE
Monday, May 14, 1990

DOT 64-90
Contact.: Russell A. Rockwell
Tel.: (202) 366-4433

SKINNER ANNOUNCES AWARDS
FOR SMALL BUSINESS
INNOVATIVE TECHNICAL PROJECTS

Secretary of Transportation Samuel K. Skinner today announced 36 Small Business Innovation Research (SBIR) Program awards for creative science and engineering transportation projects. The program is administered by the Department's Research and Special Programs Administration (RSPA) through its Transportation Systems Center.

Skinner said, "The efforts of these awardees serve as critical links to the advances required to meet transportation needs of the future. The President's National Transportation Policy places great emphasis on research. This is an example of ways that the federal government can help the private sector solve challenging technical problems in transportation."

Congress established the SBIR program in 1982. This year, the Department awarded nearly $3.7 million for these 36 contracts, which were selected from more than 500 proposals submitted by small business firms and individuals.

RSPA Administrator Travis P. Dungan stated, "America has always been dependent on the innovative spirit of our small business community. We are counting on the energy and vitality of these firms and individuals as we plan to implement national transportation goals."

Examples of the research to be conducted include: turbine engine fragment containment, corrosion detection in aging aircraft, deep penetrating electromagnetic tester for insulated tank car shells, sensor systems for vehicle/object detection, and ocean wave energy converter.

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The SBIR program consists of a three-phase process. During the six-month phase I period, recipients conduct feasibility-related research on selected transportation topics, with a limit of $50,000 for each award. The two-year phase II period, with a limit of $300,000 for each award, is the principal research effort. In phase III, the small business makes efforts to pursue commercial applications of the DOT-funded phase I and II projects. No SBIR funds are distributed in phase III.

This year, eight companies were selected for DOT phase II SBIR awards for approximately $2.3 million. An additional 28 contracts totaling $1.4 million were awarded for phase I proposals.

For additional information on the awards listed below, or to be placed on the mailing list for the small business 1991 solicitation to be issued in February 1991, write to: DOT SBIR Program Office, DTS-23, RSPA's Transportation Systems Center, Kendall Square, Cambridge, Mass. 02142.

A list, by state, of the 28 phase I and eight phase II awards, is attached.

-more-

The following is a complete list of the 28 Phase I and 8 Phase II awards:

PHASE I AWARDS (28) ($1,387,881)

ETC Engineer, Inc., Little Rock, Arkansas
"Study and Evaluation of Fiber Reinforced Dowel Bars for Use in Highways"

Amerasia Technology, Inc., Westlake Village, California
"Cocaine/Heroin Drug Detection Using Surface Acoustic Wave (SAW) Sensors"

Hi-Z Technology, Inc., San Diego, California
"Thermoelectric Generator for Major Aids to Navigation"

Illgen Simulation Technologies, Inc., Santa Barbara, California
"PC-Based Airspace Design and Procedural Development Tool - FAA Digital Modeling, Simulation and Test Processing Approach"

Nova Electronics Software, Riverside, California
"An Innovative, Portable and Non-Destructive Cocaine/Heroin Drug Detector"

Pickard, Lowe, and Garrick, Inc., Newport Beach, California
"Application of Artificial Intelligence to the Maintenance Control Center"

Savi Technology, Inc., Palo Alto, California
"Express Tag - A Highway Speed Toll Collection System"

Systems Technology, Inc., Hawthorne, California
"Certification/Safety Assessment of Flying Qualities and Pilot Workload for Advanced Digital Fly-By-Wire (DFBW) Transport Aircraft"

TAU Corporation, Los Gatos, California
"Trainer for Handbaggage X-Ray Inspection Operators to Improve Checkpoint Efficiency"

International Productivity Services Corp., Miami, Florida
"A Systems Approach to Security Checkpoint Optimization"

Syntek Engineering Computer Systems, Inc., Marietta, Georgia
"Verification of Steel Placement in Portland Cement Concrete Using Short-Pulse Radar Techniques"

GEO Systems Engineering, Inc., Lenexa, Kansas
"In-Place Air Permeameter for Open-Graded Drainage Layers"

Kohlman Aviation Corp., Lawrence, Kansas
"Advanced De-Icing Fluids for General Aviation Aircraft"

Adian Engineering Corp., Silver Spring, Maryland
"The Use of New Materials for Roadside Safety Hardware"

Hittite Microwave Corp., Woburn, Massachusetts
"Miniature Microwave Range and Velocity Selective Sensor System for Vehicle/Object Detection"

Yellowstone Environmental Science, Bozeman, Montana
"Cognitive Skill Based Child-Resistant Safety Belt Buckle Device"

Physical Acoustics Corp., Lawrenceville, New Jersey
"Corrosion Detection in Aging Aircraft"

Hartley Associates, Inc., Buffalo, New York
"Development of Wheelchair Occupant Crash Protection Accessories to Increase the Safety of Occupants with Special Medical Needs"

Allotech, Inc., Raleigh, North Carolina
"Information Display Structures"

Triangle Research and Development Corp., Triangle Research Park, North Carolina, "Fiberoptic Vision System for Heavy Vehicles"

Resource International, Inc., Westerville, Ohio
"Video Image Processing of Airport Pavement Distress"

Salient Systems, Inc., Dublin, Ohio
"Development of a Prototype Remote Longitudinal Stress Monitoring Device"

Northwest Media, Eugene, Oregon
"Educational Media to Teach Physics and Safety Belt Concepts to Grammar and Middle School Science Students"

Ocean Wave Energy Co., Pawtucket, Rhode Island
"Ocean Wave Energy Converter"

Accurate Automation Corp., Chattanooga, Tennessee
"Surface Traffic Automation Using Neural Networks"

Wesson International, Inc., Austin, Texas
"Air Traffic Controller Automation/Communications"

Wesson International, Inc., Austin, Texas
"A PC-Based Simulator with Expert System for Airspace Design"

ScienTech, Inc., Pullman, Washington
"A Novel Means to Collect and Detect Explosives Vapor"

PHASE II AWARDS (8) ($2,283,498)

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

Dynamic Analysis and Testing Associates, Carlsbad, California
"Clipboard Computer for Traffic Accident Reporting"

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

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

Pepin Associates, Inc., Portland, Maine
"Fiber Reinforced Structures for Turbine Engine Fragment Containment"

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

Science and Engineering Associates, Inc., Albuquerque, New Mexico
"Portable Bridge Stress Gage "

Failure Analysis Associates, Redmond, Washington
"Deep Penetrating Electromagnetic Tester for Insulated Tank Car Shells"

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&Dfunded by the Department in Phases I and II.

Any small business wishing to receive additional information on the above listed awards or to be placed on the mailing list for the 1991 solicitation that will be issued in February of 1991 should write to: DOT SBIR Program Office, DTS-23, Transportation Systems Center, Kendall Square, Cambridge, Mass. 02142

U.S. Department of Transportation

News:

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

FOR RELEASE MONDAY
May 21, 1990

DOT 67-90
Contact: Ed O'Hara
Tel.: (202) 366-5571

POBEREZNY HONORED BY SKINNER
FOR AVIATION ACHIEVEMENTS

Paul Poberezny, chairman and founder of the Experimental Aircraft Association, has received an award for his lifetime achievements in aviation from Secretary of Transportation Samuel Skinner.

In presenting him with the Department of Transportation's Aviation Lifetime Achievement Award, Skinner said Poberezny has logged more than 29,000 flight hours in more than 378 different types of aircraft, including 170 amateur-built aircraft. Poberezny has designed and built 15 aircraft and holds five Federal Aviation Administration repairman certificates.

Skinner said, "Very few of us in aviation could even compare with his accomplishments as a pilot and as an aircraft designer. But his biggest accomplishment has been the building of an organization that is dedicated to the world of flight -- the Experimental Aircraft Association."

The Secretary noted that Poberezny founded EAA in 1953 in the basement of his home in Hales Corners, Wis. Along with his wife, Audrey, he nurtured the group and it now has 125,000 members organized into 700 chapters in the U.S. and foreign countries.

Poberezny created the word "fly-in" and sponsored the first such event in 1953. Today the EAA Fly-in at Oshkosh, Wis., is an international event. Last year, the EAA convention and Fly-in attracted almost one million people and 15,000 airplanes.

Skinner said he wanted to recognize Poberezny for his "leadership, ability and vision in the field of aviation." The award is a bust of aviation pioneer Charles A. Lindbergh.

The award was presented at a ceremony last week in the Secretary's office attended by FAA Administrator James B. Busey and officials of the EAA, the Aircraft Owners and Pilots Association, the National Business Aircraft Association and the National Aviation Trades Association.

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U.S. Department of Transportation

News:

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

FOR RELEASE TUESDAY
May 22, 1990

DOT 68-90
Contact: Ed O'Hara
Tel.: (202) 366-5571

LET AIRPORTS CHARGE PASSENGER
FEES, SKINNER SAYS

This country has an historic opportunity to get Congress to approve legislation permitting airports to impose "passenger facility charges," Secretary of Transportation Samuel K. Skinner said today in a speech to the American Association of Airport Executives in St. Louis.

Skinner said airports face the question of how to finance $6 billion to $10 billion a year in estimated airport development needs, over and above what is financed from the federal Aviation Trust Fund, in order to address the need for additional aviation capacity. He said, "I believe we have a better chance than ever before to see the enactment of passenger facility charge (PFC) legislation this year."

Skinner said DOT recently sent to Congress an Airport Capacity Funding Committee report proposing a detailed design for the levying of PFCs. He told airport executives PFCs would promote efficiency in airport financing, give them better control over their sources of income, improve their access to the bond markets, and give them flexibility.

Skinner also said PFCs would assure that relief for "badly needed capacity would not fall victim to delays, the federal budget process or concern over the deficit."

(more)

Under the committee proposal, Skinner said that airports choosing to levy a PFC would give up 50 cents in Federal Aviation Administration airport entitlement funds for every one dollar of PFC revenue they earn. But any loss of entitlement funds would be more than offset by PFC revenues.

For example, he said Lambert International in St. Louis is scheduled to receive $39.5 million in entitlement funds over the next five years. However, by levying a $3 per passenger PFC, Lambert could raise $150 million during the same period, he said.

Skinner said he believes there is a growing consensus in favor of a modest fee that would be used only for airport projects. Unfettered by red tape, it would produce significant revenues for locally-conceived projects.

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U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, May 31, 1990

DOT 69-90
Contact: Elaine Matrigali
Tel.: (202) 366-5571
Sam Vass
(202) 366-2009

DOT OFFICE OF INSPECTOR GENERAL
REPORTS MANAGEMENT COMMITMENTS
TO SAVE $400 MILLION

The Department of Transportation's Office of Inspector General (OIG), in a semiannual report released to Congress, identified savings of $400 million that could be obtained through recoveries and improvements in government operations. (Some of the benefits involve audit reports issued during prior periods.)

The 6-month report ending March 31, 1990, shows that the OIG issued or processed 880 audit reports which identified $432.8 million in funds to be put to better use and unsupported costs of $26.4 million, and questioned costs of $29.3 million. The OIG also made recommendations on improving the operations of the Department.

Efforts are in progress to seek recoveries and to make more effective use of resources which will account for $274 million from current reports and $126 million from prior period reports, for a projected savings of $400 million.

Investigations completed by the OIG resulted in 76 indictments; 67 convictions; 46 years in prison sentences; $7.1 million in fines, court-ordered restitutions, administrative recoveries and cost avoidance; 12 suspensions and debarments; and 73 other administrative actions.

The report also highlighted several highly visible projects that will increase fraud awareness, prevention, and detection efforts. For example, continuous emphasis was placed on the results of computer matching which compared airmen records with law enforcement records in order to identify airmen who had not reported to the Federal Aviation Administration drug- and alcohol-related traffic convictions, as required when applying for or renewing airmen licenses. The OIG also began an investigation to detect any fraud connected with the submission of individual sureties or construction bid, performance, and payment bonds related to Department of Transportation-funded contracts.

# # #

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, June 5, 1990

DOT 70-90
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT REPORTS IMPROVEMENT IN CARRIER ON-TIME, BAGGAGE PROBLEMS, COMPLAINTS, BUMPING

The nation's major airlines posted dramatic improvements in on-time performance and baggage handling in April, while consumer complaints dropped significantly, the Department of Transportation said today.

There was also a decline in the rate of passengers involuntarily denied boarding (bumped) in the first three months of 1990 compared to the same period of 1989.

The Department, releasing its monthly Air Travel Consumer Report, said the 12 largest domestic carriers reported that 82.2 percent of their flights operated on time in April, compared to a 76.5 percent performance in March. April's on-time performance record was the best since April 1989, when the airlines posted an 83.4 percent record. In compiling the data, delays caused by mechanical problems are not counted.

Mishandled baggage problems declined significantly, with reports averaging 5.85 per 1,000 passengers in April compared to 7.69 reports filed in March. April's average was the lowest since September 1988's mark of 5.71.

Consumer complaints filed with the DOT totaled 826, some 34 percent below March's total of 1,240.

Passengers were bumped from flights at a rate of 2.02 per 10,000 passengers during the first quarter of 1990, compared to a rate of 3.08 during the first quarter of 1989.

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 Cambrige, Mass.

# # # #

Moving America Into the 21st Century

NEWS RELEASE

FOR IMMEDIATE RELEASE
Friday, June 8, 1990

DOT 71-90
Contact: Dennis Deuschl
Tel.: (202) 366-0110
Shelley Beaudry
Tel.: (202) 366-0113

SEAWAY CORPORATION LAUNCHES EDI PILOT PROJECT

The Saint Lawrence Seaway Development Corporation in August will launch a pilot electronic data interchange (EDI) project for the Great Lakes/Seaway maritime community, U.S. Seaway Administrator James L. Emery announced today.

The goal of the pilot project, called the Seaway Automated Information System (SAIS), is to electronically link the maritime community with the global network of electronically exchanged maritime information. It would enable port authorities, carriers, shippers and other participants to instantly receive up-to-date information on Seaway vessel locations and itineraries, availability of cargo space, and navigational and weather conditions. If the pilot program is successful, Emery said, the Seaway Corporation will recommend that private industry in the Great Lakes carry out the service permanently.

Emery said that the Seaway System must take advantage of EDI technology to keep the international trade route competitive into the 21st century. "This project exemplifies government advancement of transportation technology and expertise which is emphasized in the President and Secretary Skinner's new National Transportation Policy," Emery said. "It also reflects the Policy's themes of keeping America's transportation industry strong and competitive and of working in partnership with local, private interests."

The pilot program, which will run from six to eight months, is the final phase of the Seaway Corporation's two-year research effort into the feasibility of the Seaway System converting to an electronic system. Phase I entailed a two-year effort to educate Seaway users about how EDI could benefit them and to determine the feasibility of a SAIS, while Phase II was the design of the demonstration project. This second phase featured the establishment of a working group, representing a cross section of maritime industry and government representatives from both the United States and Canada, to help design the pilot project.

The Seaway Corporation this summer will call for proposals from the private sector for the operation of the demonstration project and will award the contract.

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U.S. Department of Transportation

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, June 8, 1990

DOT 72-90
Contact: Edward O'Hara
Tel.: (202) 366-5571

DOT GRANTS LADECO APPLICATION UNDER PROGRAM FOR EXPANDED INTERNATIONAL AIR SERVICE

The Department of Transportation today granted the application of a Chilean airline, Ladeco, S.A., to fly between Santiago, Chile, and Washington, D.C., under a new program to expand international air service to more U.S. cities. Also, the Department will permit Ladeco to combine the service with its existing Miami and New York operations, allowing stops in those cities.

The award is the second made under a new program established in January of this year to create new opportunities for foreign carriers to provide international air service outside of the traditional bilateral negotiating process. In March, DOT approved a request by KLM Royal Dutch Airlines to fly between Amsterdam and Baltimore. Ladeco filed its application on April 26.

"The award provides a further demonstration of our commitment to enhance international air service opportunities for U.S. cities," said Secretary of Transportation Samuel K. Skinner. "We welcome applications from other foreign carriers under this program."

The Department found that Ladeco's application met all of the criteria established for the program. First, no U.S. or foreign carrier provides either nonstop or one-stop service between Chile and Washington, D.C. Second, the aviation agreement between the U.S. and Chile provides for open entry, unrestricted capacity, U.S. rights to operate service from any point in the U.S. to Chile, and pricing freedom for U.S. carriers. Third, Ladeco has firm plans to begin the service and the Department found that Ladeco is fully qualified to carry out the proposed operations.

Ladeco also may carry limited traffic to and from third countries on flights under the program, but it may not place undue reliance on third-country traffic or advertise such services in the public media.

Ladeco, whose authority will be effective for one year, must begin service within 90 days.

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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
June 13, 1990

DOT 75-90
Contact: Edward O'Hara
Tel.: (202) 366-5571

SKINNER URGES CONGRESS TO PASS
OIL SPILL LEGISLATION

Secretary of Transportation Samuel K. Skinner today urgently called on Congress to take quick action and pass legislation to set up a comprehensive liability and compensation system for oil pollution damage caused by spills from vessels and other sources.

He also urged Congress to adopt international treaties that would provide an effective regime in which a foreign tanker would be required to maintain financial responsibility for costs and damages from a spill and an international fund would be available to provide compensation of $260 million per spill.

Skinner said the Mega Borg accident in the Gulf of Mexico illustrates the need for approval of the international accords. A foreign flag vessel operating in international waters could cause a major catastrophe and, in some circumstances, the owner could walk away from such an accident, leaving U.S. taxpayers to pay the cost of cleanup.

"If the international agreements were in force for this country, both the U.S. and Texas could have been assured of an immediate source of payment of costs from the vessel's insurer and the international fund of up to $260 million for this spill," Skinner said.

Skinner said, "We are beginning to see some responsible ship owners refusing to ship oil to this country because of their concern that our legal environment exposes them to unacceptable risks and uncertainties." He said Shell International recently suspended Shell tanker service to onshore U.S. ports, citing the U.S. legal environment and the fact that the U.S. has not adopted the international conventions.

"I am deeply concerned that our failure to ratify these treaties will drive other responsible operators from our shores," Skinner said. "The House and Senate have to reach agreement on this legislation, and this nation is exposed until that is done."

(more)

Skinner added, "The massive Exxon Valdez spill last year, a series of other spills, and now the Mega Borg accident have repeatedly illustrated the vulnerability of our coasts and rivers to such pollution. This is an urgent environmental problem. And we have in our hands sound legislation to deal with it."

The Secretary said, "We've got to get this legislation passed. The industry has got to be prepared with its response stations, but it won't move on that until the legislation has been passed. Congress has been working on this issue for 12 years. It has been 15 months since the Valdez spill. Action on this legislation is long overdue."

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U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, June 14, 1990

DOT 76-90
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SKINNER MOVES TO ENHANCE SECURITY;
SELECTS ADM. ROBBINS FOR KEY POST

Secretary of Transportation Samuel K. Skinner today announced a series of actions to enhance transportation security against the threat of terrorism. These actions were initiated in part in response to recommendations made by the President's Commission on Aviation Security and Terrorism.

Secretary Skinner announced his intention to create an Office of Intelligence and Security, within his immediate office, to oversee security policy and strategic planning for all security initiatives in the Department. "I want our organizational framework to reflect the fact that aviation and maritime security is a top priority of this Department," said Skinner.

The Secretary named United States Coast Guard Vice Adm. Clyde E. Robbins to serve as the first Director of this office. Robbins, currently Commander of the Pacific Area and Maritime Defense Zone, is an active pilot and former Chief of Operations at the Coast Guard, where for three years he was responsible for the Coast Guard's intelligence and security programs. He is also a Coast Guard Academy and National War College graduate and the recipient of numerous honors, including the Distinguished Service Medal, Air Medal, President's Medal and the Legion of Merit. "I cannot think of anyone who is more ideally suited to help us win the war against terrorism in our skies and seas than Adm. Robbins," Skinner said. Skinner indicated that Robbins will report directly to him, and be responsible for the strategic planning, coordination and oversight of all transportation security and intelligence activities.

The Office of Intelligence and Security will build on existing aviation and maritime security and intelligence offices, coordinating security policies and strategies, and sharing technical expertise among modes of transportation. Adm. Robbins will also serve as the Department's chief liaison in working with other government intelligence and law enforcement agencies, including the National Security Council.

- more -

In a parallel measure, FAA Administrator James Busey announced the creation of a new position of Assistant Administrator for Civil Aviation Security, who would report directly to the Administrator, and coordinate closely with the Secretary's Office of Intelligence and Security. Other actions directed at enhancing aviation security include requiring more sensitive X-ray machines and metal detectors, and requiring a positive match of passengers and checked luggage for international flights leaving the U.S.

"The creation of an Assistant Administrator for Civil Aviation Security will provide greater visibility for the civil aviation security function within the FAA and provide increased executive oversight and accountability," Busey said.

In addition, Busey said he will create an FAA Director for Security Research and Development. The new position would elevate security research and development within the Agency's broader research and development program. Busey also said he will convene a government team of researchers, security specialists, engineers and explosives experts to recommend an integrated security research and development program which would be implemented by Sept. 1.

To improve security measures, the Administrator has proposed new requirements which would replace older, less sensitive X-ray machines with more sophisticated ones that meet higher detection standards for carry-on baggage; elevate the standards for metal detectors used in passenger screening; require positive passenger bag match and further inspection of unaccompanied bags for international flights leaving the United States; and require airlines to report to the FAA all threat information received that could affect U.S. civil aviation.

"Taken together these initiatives represent building blocks in a system that will justify even higher levels of passenger confidence in the safety of air travel, already our safest mode of transportation by a wide measure," Secretary Skinner said. He added that a host of other issues raised by the Commission report remain under review by the Administration.

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U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR RELEASE TUESDAY
June 19, 1990

DOT 77-90
Contact: Ed O'Hara
Tel.: (202) 366-5571

DOT OKs LUFTHANSA BID TO FLY
BETWEEN CHARLOTTE AND FRANKFURT

The Department of Transportation has approved Lufthansa German Airlines' application to fly between Frankfurt, West Germany, and Charlotte, N.C., Secretary of Transportation Samuel K. Skinner announced today.

In an order issued today, the Department said Lufthansa's request meets all criteria under the new program, which creates new opportunities for foreign carriers to serve more U.S. cities, except for the absence of a fully deregulated pricing regime. In view of that, the Department approved a limited-term exemption permitting Lufthansa to serve Charlotte for a 179-day period while negotiations between the U.S. and the Federal Republic of Germany (FRG) seek a mutually satisfactory solution to U.S. pricing concerns. In the more liberal pricing regime the U.S. seeks, U.S. carriers would be able to set fares for flights originating in Germany without control or disapproval by the German government.

Skinner, speaking at a news conference, said, "The Department's approval will bring the economic benefits of increased international air service to Charlotte. We have begun to tear down the walls that prevent open skies around the world. This is the third award under our new program. We have a fourth application pending and we welcome requests from other foreign air carriers."

On March 27, DOT approved a request by KLM Royal Dutch Airlines to fly between Amsterdam and Baltimore. On June 8, DOT approved Chilean carrier Ladeco, S.A.'s request to fly between Santiago, Chile, and Washington, D.C. Swissair has applied to provide service between Zurich and Philadelphia.

(more)

On Jan. 30, 1990, the Department adopted a program to permit eligible foreign carriers to serve more U.S. cities providing certain criteria are met. In reviewing the Lufthansa application, DOT noted that no carrier currently provides service between Frankfurt and Charlotte. The order also said that except for pricing freedom, the U.S.-FRG bilateral agreement provides for open entry, unrestricted capacity and U.S. rights to operate service from any U.S. point to any point in the FRG. DOT added that its approval was in keeping with the "friendly and productive bilateral aviation relationship we have enjoyed for many years with the Federal Republic of Germany, which we anticipate will facilitate achievement of the solution we seek."

Under the order, Lufthansa must begin service to Charlotte within 90 days.

The DOT order said that based on a strict application of the criteria, it could deny the Lufthansa proposal. However, it said, "We have determined that positive, innovative measures are needed to break the impasse over pricing in the U.S.-FRG market, to advance our procompetitive aviation objectives, and to secure for Charlotte the benefits of improved international operations to and from Germany."

Finally, DOT dismissed Lufthansa's request to provide similar service between Frankfurt and Portland, Ore., and Tampa, Fla., after it was advised by the German government that Lufthansa had no immediate plans to begin such service. The order noted that Lufthansa could re-apply for such authority at a later date.

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U.S. Department of Transportation

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

U.S. Department of Transportation

News:

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

FOR RELEASE TUESDAY
June 19, 1990

DOT 78-90
Contact: Edward O'Hara
Tel.: (202) 366-5571

SUPPORT FOR PFCs GAINS MOMENTUM,
SECRETARY SKINNER TELLS HOUSE COMMITTEE

Secretary of Transportation Samuel K. Skinner testifying before the House Public Works and Transportation Subcommittee on Aviation today said that, "We have a greater chance than ever before" to pass legislation that would permit airports to levy Passenger Facility Charges (PFCs).

Noting that many airlines are beginning to drop their historical opposition to PFCs, Skinner praised this leadership and called upon the entire airline industry to embrace PFCs "not as a panacea but as an opportunity to strike at rising delays and pockets of competitive problems in the industry."

Skinner said PFCs "can be fashioned into an extremely useful tool to meet the nation's need for increased airport capacity." He said that developing more capacity to encourage new entrants in the airline industry is "perhaps the single most important thing we can do to enhance airline competition." And for the many airports facing a forecast of a 65 percent increase in passenger traffic in the next 10 years, a passenger fee "would provide another needed option to finance development."

Skinner emphasized that the Department proposes to remove the federal prohibition on passenger facility charges, not to dictate that an airport use the authority.

"This is a pro-consumer proposal," he said. "The dollars that result will go directly to reducing delays at the facility where they are charged, and to opening competitive opportunities that will hold fares down."

Skinner said the growth in aviation has put a strain on the system. The country now has 21 primary airports that each experience more than 20,000 hours a year in flight delays, he said. Removing the ban on PFCs "will do much to help solve our capacity problems," he said.

(more)

Skinner said there are several necessary factors fundamental to the success of a passenger facility charge program. "Foremost, this is not a tax but must be a voluntary charge, with each locality in a position to decide whether or not to levy a PFC and what projects to pursue." Authority to use such financing must reside with the affected airport, because it will be accountable to its customers for imposing the charge, he said.

A PFC should not be used to solve local, non-aviation fiscal problems, he said. A PFC cannot be viewed as a short term experiment, since the bond markets must have confidence that fees will be permitted on a long term basis.

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U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, June 26, 1990

DOT 79-90
Contact: Chuck Kline
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Kathy Fiorillo
(202) 366-2931

DOT ISSUES THREE MORE COMMERCIAL LAUNCH LICENSES

Secretary Samuel K. Skinner announced today that the Department's Office of Commercial Space Transportation (OCST) has issued three more commercial launch licenses.

Two licenses were issued to McDonnell Douglas Corp., authorizing launches of communications satellites for Great Britain and India. A license was also issued to Martin Marietta Commercial Titan, Inc. for the launch of a communications satellite for INTELSAT, an international telecommunications services consortium.

Here is a list of all OCST commercial launch licenses issued to date:

License No.	Company	Date Issued
001	Conatec	06-22-88
003	McDonnell Douglas Corp.	06-23-88
004	Space Services Inc. of America	03-08-89
005	McDonnell Douglas Corp.	05-05-89
006	American Rocket Co.	07-07-89
007	Martin Marietta Commercial Titan, Inc.	07-18-89
008	Space Services Inc. of America	11-15-89
009	McDonnell Douglas Corp.	12-05-89
010	McDonnell Douglas Corp.	12-11-89
011	McDonnell Douglas Corp.	12-11-89
012	McDonnell Douglas Corp.	01-19-90
013	Martin Marietta Commercial Titan, Inc.	02-15-90
014	Martin Marietta Commercial Titan, Inc.	04-24-90
015	McDonnell Douglas Corp.	05-10-90
016	McDonnell Douglas Corp.	06-01-90

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M-493

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
June 27, 1990

DOT 80-90
Contact: Becky Sullivan
202/366-4531
Arnold Levine
202/366-4368

U.S. AND CANADA SIGN ADDENDUM TO
1970 MEMORANDUM OF UNDERSTANDING

Toronto, Canada -- Deputy Secretary of Transportation Elaine L. Chao and her Canadian counterpart, Deputy Minister Glen Shortliffe, today signed an addendum to the 1970 Volpe-Jamieson Memorandum of Understanding on Transportation Cooperation. The Addendum sets forth the framework for cooperation between the United States and Canada in traffic and motor vehicle safety research.

The Addendum includes provisions for crash avoidance, safety belt usage, crashworthiness, driving under the influence of drugs and alcohol, and road safety data collection and analysis.

The signing took place at the seventh session of the United States-Canada Transportation Consultative Forum, where Deputy Secretary Chao and Deputy Minister Shortliffe also signed a document marking the 20th anniversary of cooperation between the two countries entitled, "Travelling Together: Twenty Years of Achievement in Transportation." The document chronicles the U.S.-Canada cooperation program from its inception on June 18, 1970.

"Deputy Minister Shortliffe and I look forward to continuing the tradition of U.S.-Canadian cooperation as our scientists and engineers find ways to apply advanced concepts and encourage each other to devise new ones," said Ms. Chao. "U.S. and Canadian citizens have greatly profited from the vision of former Secretary Volpe and former Minister Jamieson. We believe that the legacy of their initiative will remain a source of pride for future generations."

-more-

The United States-Canada Transportation Consultative Forum was created in 1984 as a means for key officials to exchange views on major policy developments in the two countries. During this year's Forum senior officials shared information on such topics as strategic policy development, crisis management techniques, environmental protection, drug testing, system accessibility and European developments.

In closing the Forum, Deputy Secretary Chao noted, "The investment of our senior officials' time in these annual sessions is returned many times over throughout the year. By getting to know our counterparts and understand the thinking that drives our respective policy processes, we are all in a better position to deal with the many issues that inevitably arise between close neighbors."

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U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, June 28, 1990

DOT 81-90
Contact: Bill Mosley
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U.S., POLAND ADOPT LIBERAL AMENDMENTS TO AVIATION AGREEMENT

The United States and Poland have agreed to amend their bilateral aviation agreement which will place the relationship of the two countries on a firmer, more liberal basis, the Department of Transportation said today.

The amendments will permit U.S. airlines to freely convert Polish currency into dollars and to pay those dollars to the U.S., resolving a longstanding problem in U.S. aviation relations with Poland. It also allows U.S. airlines, for the first time, to sell tickets in Polish currency. Also agreed upon was a liberalization of rules for charter operations between the two countries.

Polish airlines were granted the opportunity to serve Miami. They may also provide connecting service to Los Angeles through arrangement (code-sharing) with a U.S. airline. The Polish airline LOT currently serves New York and Chicago.

Pan American World Airways is currently the only U.S. airline serving Poland, but American Airlines, United Air Lines and Tower Air have expressed interest in service to Poland.

The currency conversion provision will come into effect no later than one year after the agreement is finalized. All provisions of the agreement will have indefinite duration.

Further consultations are tentatively planned for the fall to discuss additional interests of both sides.

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