



U.S. Department of  
Transportation

# News:

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

226137 D 9049 002  
M-493

FOR RELEASE MONDAY  
April 1, 1991

DOT 33-91  
Contact: Ed O'Hara  
Tel.: (202) 366-5571

DAYLIGHT TIME TO BEGIN  
SUNDAY, APRIL 7

Daylight saving time will begin for most of the nation at 2 a.m. Sunday, April 7, and Americans will start getting an extra hour of daylight in the evening.

Under provisions of the Uniform Time Act, daylight saving time is observed from the first Sunday in April to the last Sunday in October. Next fall, the country will return to standard time on Sunday, Oct. 27, by moving clocks back one hour.

The law does not require that any area observe daylight saving time. But if a state chooses to observe daylight time, it must follow the starting and ending dates set by the federal law.

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

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# News:

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

226137  
M-493

D 9049 002

FOR RELEASE WEDNESDAY  
April 3, 1991

DOT 38-91  
Contact: Hal Paris  
Tel.: (202) 366-5571

## NATION'S TOP AIRLINES RECORD GOOD PERFORMANCE IN FEBRUARY

The nation's largest airlines turned in a good performance in February, improving over January in the categories of arriving on time, mishandled baggage reports and complaints.

According to the Department of Transportation's monthly Air Travel Consumer Report, the 12 largest carriers posted an on-time performance of 81.8 percent in February, far better than the 73.8 percent showing recorded in January and their 73.2 percent performance in February 1990. In compiling the data, delays caused by mechanical problems are not counted.

The department said mishandled baggage reports for February averaged 5.62 per 1,000 passengers, compared to 7.89 in January.

Complaints from consumers to DOT totaled 644, a 19 percent decline from the 794 complaints filed in January and 30 percent below the 921 recorded in February 1990.

The Department 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 printout (\$100 per copy) are available from DOT's Transportation Systems Center in Cambridge, Mass.

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Thursday, April 11, 1991

DOT 40-91  
Contact: Lon Walls  
Tel.: (202) 366-5565

## SKINNER SETS DOT MANAGEMENT AGENDA FOR 21ST CENTURY

Secretary of Transportation Samuel K. Skinner today stressed the importance of an effective internal management system to ensure the transportation infrastructure changes necessary to maintain the nation's economic strength and competitiveness in the 21st century.

Addressing a day-long conference on transportation opportunities and organizational challenges, Secretary Skinner told the more than 600 business and government leaders, "Only a strong institution -- one that is oriented to think strategically and is equipped to act strategically -- can hope to excel in meeting the dynamic demands of our complex society."

Marking the first anniversary of the National Transportation Policy (NTP), Skinner said, "Production of the NTP raised the awareness of transportation as a long-term national priority. The strategic vision of the NTP helped frame the aviation reauthorization bill last year and the Surface Transportation Assistance Act this year. We want to ensure that strategic planning is here to stay at DOT and part of that entails building up the DOT organization."

Joining the Secretary on the program were Roger Porter, the President's Assistant for Economic and Domestic Policy, as well as executives from both the private and public sectors. They highlighted the importance of transportation in the economy and the equally critical role of an effective workforce.

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Additionally, Skinner announced a new fellows program developed by DOT and the Council for Excellence in Government. This program will allow 25 mid-level career managers in the department to exchange information and share their experiences with successful private and government leaders in order to foster a more effective DOT organization.

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Friday, April 12, 1991

DOT 41-91  
Contact: Anne Gavin  
(202) 366-5566

## SKINNER COMMENDS LOS ANGELES COMMUNITY FOR COMMITMENT TO LOCAL MASS TRANSIT FUNDING

U.S. Transportation Secretary Samuel K. Skinner today commended the Los Angeles community for its commitment to building the Metro Green Line with 84 percent local and 16 percent state funding.

At a news conference near the future site of the Green Line's Harbor Freeway/117th Street transit station, Skinner said, "The Metro Green Line project is a shining example of local and state funds successfully serving the community's transportation needs without reliance on federal support."

Skinner noted that, once completed, the Green Line's Harbor Freeway/117th Street station will allow access to High Occupancy Vehicle (HOV) bus lanes on the Harbor Transitway and access to Los Angeles International Airport. "The entire Los Angeles Metro System typifies efficient interaction of various transportation modes," said Skinner.

Skinner stated that the Metro Green Line will be the first fully automated rapid transit line in the United States. He said, "This high technology innovation will allow area commuters to reach their destinations more swiftly and efficiently while also helping relieve congestion on the highways."

Neil Peterson, Executive Director of the Los Angeles County Transportation Commission, presented Secretary Skinner with an honorary pass to take the first ride on the Metro Green Line upon its completion in the fall of 1994.

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U.S. Department of  
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# News:

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

EMBARGOED UNTIL 2:30 P.M. EDT  
Friday, April 12, 1991

DOT 42-91  
Contact: Bob Marx  
Tel. No.: (202) 366-5580  
Contact: Lon Walls  
Tel No.: (213) 277-2777

## ADMINISTRATION PREPARED FOR NATIONAL RAIL SHUTDOWN

Secretary of Transportation Samuel K. Skinner today urged rail labor unions and railroad management engaged in the current contract dispute to continue to negotiate, but said that the Administration is prepared to act and will seek to work with Congress to "prevent economic devastation on Wednesday morning."

The secretary, speaking to the Town Hall in Los Angeles, said that this is no time to cripple America's economy. "This country has just emerged from a seven-month conflict in the Mideast and the worst of the recession is, I believe, largely behind us. There is no good reason for a crippling nationwide rail disruption, and this Administration is committed to avoiding it," Skinner said.

A shutdown of the nation's railroads could come as early as 12:01 a.m. Wednesday, April 17.

Skinner noted that there has been some progress and some agreements have been reached, but that more work needs to be done if a disruption in rail transportation and layoffs are to be avoided. He asked all the parties to the dispute to redouble their efforts over the weekend in a bid to reach an accord.

-more-

If early next week, it appears that a shutdown is inevitable, "the department is prepared to work closely with Congress to fashion emergency legislation to forestall a disruption. I don't understand why we must wait for the imposition of horrendous costs on our fragile economy before taking action," the secretary said.

Secretary Skinner said that in his view the Presidential Emergency Board report should provide the basis for any legislation ending the dispute. He cautioned that while "neither side got everything it wanted, there will be plenty of time to discuss extraneous matters or debate additional legislation in the future.

"It is in the national interest to avoid a massive disruption to the nation's transportation system and economy," Skinner added.

The nation's railroads move more than one-third of all inter-city freight traffic, or more than 115 million tons per month. A two-week, nationwide shutdown would result in the layoff of up to 550,000 workers in key rail-served industries and the idling of nearly 200,000 railroad employees. Production and employment levels in the motor vehicle, paper, lumber, steel, coal mining, glass production, and plastics and chemical industries would be hardest hit by a disruption in rail service. In addition, a shutdown could strand 100,000 commuters and 30,000 inter-city Amtrak passengers.

In 1982, the last time the industry was hit with a nationwide shutdown, there was only one union involved on one issue. In the current situation, 10 of the 11 unions are involved and all contract issues, wages, work rules, health and welfare, are on the table. President Reagan signed emergency legislation on Sept. 22, 1982, ending the strike which began on Sept. 19.

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# News:

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

FOR IMMEDIATE RELEASE

Wednesday, April 24, 1991

DOT 44-91

Contact: Ed O'Hara

Tel.: (202) 366-5571

DOT AWARDS MANCHESTER ROUTES  
TO AMERICAN AND DELTA

American Airlines and Delta Air Lines were awarded new routes today to the United Kingdom, the Department of Transportation announced.

American Airlines will offer combination (passenger and cargo) service between New York and Manchester, and Delta will operate similar service between Atlanta and Manchester.

DOT awarded backup authority for the Delta route to USAir to provide service between Pittsburgh and Manchester.

Manchester is the third largest airport in the U.K., after London's Heathrow and Gatwick. The number of scheduled passengers traveling between the U.S. and Manchester nearly doubled between 1987 and 1989.

In an order issued today, signed by Patrick V. Murphy Jr., Deputy Assistant Secretary for Policy and International Affairs, DOT noted that New York is the largest market for scheduled service to Manchester and said American's proposed service offers many advantages. DOT said American's service from New York will serve the maximum number of passengers and shippers and provide competition to British Airways in the New York-Manchester market.

For the other route, DOT said it found the case presented a very close choice between Delta and USAir. However, it found the benefits of geographic diversity provided by Delta's service proposal, giving greater emphasis to the southern region of the U.S., outweigh the factors supporting USAir.

Delta's proposal provides single-connection service to the greatest number of points throughout the U.S. and emphasizes service to the Southeast and the cities along the southern tier, including Florida, the Southwest and California, DOT said.

In addition to American, Delta and USAir, three other carriers had filed proposals for service to Manchester. They include Northwest for service from Detroit, United for service from Washington Dulles, and Pan American for service from New York.

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# News:

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

FOR RELEASE THURSDAY  
April 25, 1991

DOT 45-91  
Contact: Ed O'Hara  
Tel. (202) 366-5571

## DOT APPROVES SALE OF 3 TWA LONDON ROUTES TO AMERICAN; DISAPPROVES OTHERS

The Department of Transportation today approved the sale of three Trans World Airlines routes to London -- from New York, Los Angeles and Boston -- to American Airlines.

But the department, in a final order, disapproved the proposed transfer to American of three other TWA routes to London -- from Baltimore, Philadelphia and St. Louis. DOT said it followed much of its March 14 show-cause order, but the final order leaves three routes with TWA.

Secretary of Transportation Samuel K. Skinner, saying the case represented his "most difficult decision," added he placed "great weight" on the comments of interested parties. DOT decided to disapprove the sale of three TWA routes after consultation with the Department of Justice Antitrust Division. Transferring all six routes would not promote aggressive international competition, the department said.

Skinner said, "We believe very strongly that this decision is the right one." He said it will make American Airlines a major player in the U.S.-U.K. aviation market, "thereby enhancing the quality and competitiveness of air service." Letting TWA keep three routes will preserve "a greater level of competition in air services across the Atlantic."

Skinner said there is nothing in the decision to prevent TWA from negotiating with the Tracinda Corporation on its proposal to buy TWA. "We are saying that we would allow TWA to sell three London routes to American; we are not requiring them to do so."

Skinner noted that TWA will retain the vast majority of its route structure -- about 90 percent of its available seat miles, including routes to London and to various European countries. "There is no basis whatsoever for treating our willingness to approve the sale of three routes to London ... as though it were somehow the end of TWA," he said.

(more)

The final order discusses the possible offer by Tracinda Corp. to buy TWA. DOT said that it is sympathetic to the efforts by the unions and government officials to protect the future of TWA. However, it did not find that Tracinda's proposal compelled disapproval of the entire transaction.

In approving the sale of the New York, Los Angeles and Boston routes, the department said that no party has presented persuasive evidence against its decision that American would be a strong competitor to counter the strength of British Airways in the U.S.-London market.

In disapproving the other three routes, DOT referred to its earlier tentative decision, which said that transfer of the Philadelphia, Baltimore and St. Louis routes to American could be detrimental to competition among U.S. gateway cities. For example, if American were to serve the Philadelphia and Baltimore markets, it would have little incentive to develop these gateways since it would have large East Coast gateways at New York, Boston and Miami.

In affirming its earlier decision not to transfer the St. Louis route, DOT noted that TWA operates 83 percent of all flights at St. Louis. It said no other carrier can offer equal or better competitive service than TWA in the St. Louis-London market.

The department determined that TWA's viability could be enhanced by the route transfer as approved today.

The final order noted that while Tracinda's filing identified TWA's heavy debt and lack of new aircraft as major problems and said that it intends to solve them, "it has provided little explanation of how it would achieve the goal of solving these problems."

Tracinda's proposal would require DOT to void part of the transfer agreement between American and TWA so that TWA could negotiate with Tracinda, the order said. Tracinda seeks an extraordinary degree of intervention by DOT into the management decisions of a private firm, TWA. Such intervention would be contrary to Congress' decision to deregulate the airline industry, the department said.

DOT said it could not find that the public interest would benefit from its disapproving or delaying the route transfer to give Tracinda or others the opportunity to persuade TWA to accept an acquisition proposal.

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# *Moving America Into the 21st Century*

## NEWS RELEASE

FOR IMMEDIATE RELEASE

Friday, April 26, 1991

DOT 46-91

UMTA Contact: Jerry Brown

Tel.: (202) 366-4043

FRA Contact: Claire Austin

(202) 366-0881

### DOT FUNDS MAGLEV STUDY IN PITTSBURGH

**Pittsburgh** -- Secretary of Transportation Samuel K. Skinner today announced a \$660,000 grant to study the feasibility of building a magnetically levitated train (maglev) that would operate between downtown Pittsburgh and the airport.

The \$660,000 grant to the Port Authority of Allegheny County (PAAC) comes from the department's Urban Mass Transportation Administration (UMTA). More than \$1 million in local funds has already been spent to underwrite a preliminary study for the project.

Skinner told members of the PAAC board that, "I am particularly pleased to make this grant because the local effort represents many aspects of the department's National Transportation Policy in action.

"As we face the challenges of providing a quality transportation system for this country for the 21st century, the states, local and private sectors will increasingly play major roles . . . we believe that the proper role for the federal government is to serve as a catalyst," he said.

The Secretary was accompanied by Sen. Arlen Specter (R-Pa.), as well as UMTA Administrator Brian W. Clymer and Administrator Gil Carmichael of the Federal Railroad Administration (FRA).

Suspended by magnetic fields above guideways, maglev trains are powered by electricity and move without wheels, making them quieter and causing less wear and tear than conventional rail systems.

-more-



U.S. Department of  
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The 12-month study, which will be conducted by the Mellon Institute High Speed Ground Transportation Center of the Carnegie Mellon University, will include a conceptual design for the 19 ½-mile maglev track as well as suburban access and financial development plans and an environmental impact assessment.

The concept contemplated for Pittsburgh is an electro-magnetic system which will be capable of traveling 300 mph or greater. Both Germany and Japan have taken leadership roles in developing maglev systems in recent years. In the U.S., maglev projects are also under study in Florida and California-Nevada.

The secretary said that the FRA is now assessing the role of maglev in the U.S. transportation system as well as the role of the federal government in its development. He added, "We have also arranged for the Transportation Research Board to undertake a detailed comparative analysis of maglev, high speed rail and other technologies."

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THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

May 1, 1991

MEMORANDUM TO ALL DEPARTMENTAL EMPLOYEES

Asian Pacific American Heritage Month  
May 1991

This year, as we reflect upon the second annual Asian Pacific American Heritage Month celebration, we particularly acknowledge the unique strengths and abilities of Asian Pacific Americans, both in and out of government. The contributions made by Asian Pacific Americans in all aspects of American life attest to their firm commitment to meeting our country's challenges. Although the Asian Pacific American culture is made up of many different groups, it has displayed an admirable degree of cohesiveness over the years to support our efforts in meeting the challenges we face.

The theme for this year's celebration is "Asian Pacific Americans: Education, Dignity, Distinction and Advancement." We should, during this period, continue to learn about the history, culture and art of Asian Pacific Americans, and as we deepen our understanding and appreciation for the rich dignity of the diverse Asian Pacific American population, we add to our appreciation of the wonderful mosaic of cultural diversity in this country.

I strongly encourage and support the ceremonies and activities during this month of celebration.

*Samuel K. Skinner*

Samuel K. Skinner



**U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Monday, May 6, 1991

DOT 48-91  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## DOT RELEASES MONTHLY AIR TRAVEL CONSUMER REPORT

The Department of Transportation today issued its monthly Air Travel Consumer Report, containing information on airline on-time performance, baggage mishandling and consumer complaints for March 1991.

The nation's 12 largest airlines posted an on-time performance of 80.0 percent in March, down slightly from February's 81.8 percent but an improvement over the 76.5 percent mark recorded in March 1990. In compiling the data, delays caused by mechanical problems are not counted.

The department said mishandled baggage reports for March averaged 5.62 per 1,000 passengers, identical to February's record and much lower than March 1990's 7.34 average.

Complaints from consumers to DOT totaled 706 in March, an increase over February's 644 but well below the March 1990 total of 1,256. Complaints for the first quarter of the year totaled 2,145, down 35 percent from the 3,316 complaints recorded for the first three months of 1990.

The Department 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 printout (\$100 per copy) are available from DOT's Transportation Systems Center in Cambridge, Mass.

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# News:

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Washington, D.C. 20590

226187

D 9049 002

M-493

FOR RELEASE TUESDAY  
May 14, 1991

DOT 51-91  
Contact: Ed O'Hara  
Tel.: (202) 366-5571

## DOT MAKES MAJOR IMPROVEMENTS IN AVIATION SECURITY, SKINNER REPORTS

During the past year, the Department of Transportation has made major improvements in aviation security and is aggressively implementing most of the recommendations of the President's Commission on Aviation Security and Terrorism, Secretary of Transportation Samuel K. Skinner said today.

On the eve of the first anniversary of the commission's report, Skinner said, "One year ago, the commission issued its report and recommendations. While the department made vital improvements in aviation security well before the commission issued its report, we have worked hard to implement most of those recommendations." The improvements also respond to the Aviation Security Improvement Act, enacted last November, which mandated implementation of many of the commission's recommendations.

"The Federal Aviation Administration (FAA) has selected the first federal security managers for U.S. airports and managers will be in place at 18 major airports by the end of summer. FAA has also placed the first security liaison officers at airports in Europe," the secretary said.

"We now have an agreement with the Department of Justice on procedures for public notification of domestic threats not only to aviation but also to other modes of transportation. Similarly, the Department of State has adopted procedures, with the concurrence of the Department of Transportation, for public notification of threats overseas," Skinner said.

In the area of explosives detection, Skinner said FAA will continue to operate six thermal neutron analysis (TNA) devices to develop their capabilities. TNA units are operating at Washington Dulles, New York JFK and London Gatwick airports. Three other units are being prepared for use at San Francisco and London's Heathrow airports.

(more)

Skinner noted that establishment of an Office of Intelligence and Security reporting directly to the secretary of transportation and the elevation of the civil aviation security function at FAA to the assistant administrator level demonstrate the department's commitment to the security of the traveling public. Also, a higher level of cooperation with intelligence agencies has created a new environment that helps to meet the needs of aviation security. In fact, the Central Intelligence Agency has assigned a senior officer to DOT's Office of Intelligence and Security.

On a related issue, Skinner said that the intensity of the domestic threat associated with the Persian Gulf crisis has lessened and in light of this, the FAA intends to make adjustments to airport and air carrier security measures. Last January, FAA upgraded security at U.S. airports to a "Level Four" -- the highest level of security. In a few days, FAA will adjust the security measures to a modified Level Two.

Skinner said, "In view of the effectiveness of security measures imposed during the war, some measures implemented in January will be retained and the new level of readiness will still be considerably higher than existed before the onset of the Persian Gulf crisis."

Under the change, the requirement that only ticketed passengers be allowed beyond the screening point will be lifted, as will some of the restrictions on parking at airports. While curbside check-in for domestic flights is now permitted, it will be conducted under careful supervision. Security measures currently in use for international flights will not be changed.

In discussing security improvements of the last year, Skinner said the department has made a major effort to get the Senate to ratify the Montreal Protocols which would provide fair and adequate compensation to the victims of international air accidents, including terrorist incidents. Skinner noted the Senate Foreign Relations Committee has approved the protocols and said he is optimistic that the full Senate will ratify them.

He said federal security managers will serve as coordinators who keep in contact with the FBI, airlines, airport officials and other airport tenants. They will act as advisors who are able to answer any questions on security issues.

At overseas airports, FAA security liaison officers will serve in a similar role. They will help U.S. airlines solve security problems they may encounter, through consultation with the State Department and foreign governments.

Several regulations implementing commission recommendations are moving toward adoption. On April 1, 1991, FAA proposed stiffer hiring, training and performance standards for airline and airport security personnel.

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# *Moving America Into the 21st Century*

## **NEWS RELEASE**

FOR IMMEDIATE RELEASE  
Wednesday, May 15, 1991

DOT 52-91  
Contact: Bill Mosley  
Tel.: (202) 366-5571

### **DOT TO USE SIMPLIFIED PROCEDURES IN ALLOCATING U.S.-JAPAN CHARTERS**

The Department of Transportation today announced that it will award new airline charter rights to Japan through simplified procedures instead of the more time-consuming administrative process used in the past.

In announcing the decision, Transportation Secretary Samuel K. Skinner said a major objective of the department's National Transportation Policy is the streamlining of departmental procedures by tailoring them to the scope and complexity of the issues in each case. "By using simplified procedures, we will reduce both the time needed to award the charters and the procedural burden imposed on the parties while still achieving a sound and equitable decision," he said.

In past years, the department has allocated the charters only after lengthy proceedings before an administrative law judge. An order issued today states that the department will eliminate that phase of the process altogether and move directly to a tentative decision based exclusively on the parties' written submissions.

Under a U.S.-Japan aviation agreement reached in 1989, U.S. carriers may operate between 400-450 available charter flights per charter year. The department routinely receives far more requests each year than there are charters to award. This year is no exception, with 14 carriers having expressed interest in operating 962 charters.

Allocation of charter flights for the year beginning Oct. 1, 1991 will be decided by Patrick V. Murphy Jr., the department's deputy assistant secretary for policy and international affairs.

Skinner said the new streamlined approach should enable U.S. carriers to spend less time on administrative procedure and more time providing services to passengers and shippers. "This is just a further example of how we're doing everything we can to find ways to help the airlines better serve the public," he said.

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# News:

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

FOR RELEASE THURSDAY  
May 30, 1991

DOT 54-91  
Contact: Paul Steucke  
Tel.: (202) 267-8521

SKINNER SELECTS STEWART AS FIRST  
AIRPORT UNDER MILITARY AIRPORT PROGRAM

NEWBURGH, N.Y. -- Secretary of Transportation Samuel K. Skinner, in a move designed to increase airport capacity, today announced the selection of Stewart International Airport as the first facility to receive funds under a new Military Airport Program.

Skinner said Stewart, a converted military facility that began handling commercial flights last year, will receive a \$5 million grant to fund capital improvements under the Federal Aviation Administration's Airport Improvement Program (AIP).

Airports selected under the new program will be eligible to receive such grants. The program, administered by the FAA, paves the way for the joint use of military airports by military and civil aircraft and the conversion of former military airports for commercial use. Under the program, these facilities will serve as reliever airports.

Skinner participated in a ceremony at Stewart with Sen. Alfonse M. D'Amato of New York to announce the award. Skinner said, "We believe this program will help alleviate one of the biggest problems facing aviation -- the need for more capacity. This should help to reduce delays, both in the air and on the ground."

FAA Administrator James B. Busey said, "In order to provide more capacity in the system, we want to make the best possible use of every available airport."

The FAA said seven other former military airports will be selected for the program by Sept. 30, 1991. For fiscal 1991, \$27 million is available for the military airport program. That amount is equal to 1.5 percent of the total funds available for the Airport Improvement Program.

(more)

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The program was mandated by Congress in the Aviation Safety and Capacity Expansion Act of 1990. The act defined the criteria that airports must meet to qualify for the program. The criteria were published in the March 29, 1991, Federal Register.

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# News:

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

226187  
M-493

D 9049 002

FOR IMMEDIATE RELEASE  
Friday, May 31, 1991

DOT 56-91  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## U.S., SPAIN REACH AGREEMENT ON AIRLINE SERVICES

The United States and Spain reached an agreement today assuring the ability of U.S. airlines to begin new services to Spain, Secretary of Transportation Samuel K. Skinner said.

A memorandum of understanding reached by representatives of both nations assures that both American Airlines and United Air Lines can begin flying to Madrid as early as tomorrow. American plans to fly from Miami and United from Washington. Delta Air Lines will be able to commence service to Spain from Atlanta immediately, and Continental Airlines can operate daily service to Madrid from Newark beginning in 1993.

The Spanish government had previously refused to allow American and United to operate planned service as authorized by the U.S.-Spain bilateral aviation agreement. Spanish officials also had said Continental would not be permitted to operate the Newark to Madrid service which the carrier planned to begin next year.

In response, the Department of Transportation proposed last week to suspend the authority of the Spanish carrier Iberia to serve Miami and New York. Today's agreement means that these sanctions will not take effect.

"We held firm and insisted that our carriers be allowed to exercise their rights under the bilateral agreement, and this agreement achieves our objectives," Secretary Skinner said. "At the same time, we achieved a major expansion of service between the two countries and maintained our positive aviation relationship with Spain. Everyone benefits from today's agreement -- both countries, our carriers and theirs, and the communities receiving service."

Spain was awarded service to three additional U.S. cities, bringing the total number of Iberia's U.S. gateway cities to 11. Spain also received new authority to fly from U.S. points, including Miami, to Latin America.

-more-

Spanish carriers will also be permitted to:

- o carry international passengers between any U.S. cities they are authorized to serve.
- o fly to the U.S. from a city in Canada of their choosing.
- o establish code-sharing arrangements with U.S. airlines for service from up to 15 cities in the U.S.

The agreement also permits all-cargo carriers from both countries to operate from any and all points in the U.S. to any and all points in Spain, as well as to points between and beyond the two countries.

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# News:

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

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FOR IMMEDIATE RELEASE  
Wednesday, June 5, 1991

DOT 57-91  
Contact: Ed O'Hara  
Tel.: (202) 366-5571

## THREE AIRLINES AWARDED NEW ROUTES TO SOVIET UNION

The Department of Transportation today selected three air carriers to provide four new scheduled combination (passenger and cargo) services to the Soviet Union from two U.S. cities.

In an order issued today, the department authorized Trans World Airlines to provide combination service between New York and Moscow starting in 1991-92, with two additional weekly round trips to be added in 1992-93.

It also gave authority to Baltia Air Lines Inc., a new air carrier, to provide service between New York and Leningrad, and to provide service between New York and Riga, with additional service to Kiev, Minsk, and Tbilisi, both starting in 1991-92.

DOT also authorized American Airlines to provide service between Chicago and Moscow starting in 1992-93.

In addition, the department gave Pan American World Airways authority to provide previously authorized service to Moscow/Leningrad with additional frequencies in 1992-93. Until recently, Pan Am was the only U.S. airline providing service between the U.S. and the Soviet Union.

The awards announced today are based on a June 1990 aviation agreement between the U.S. and U.S.S.R. which expanded opportunities for the carriers of both countries. Last November, DOT gave Alaska Airlines authority to provide scheduled combination service between Anchorage and Magadan and Khabarovsk in the eastern part of the Soviet Union. It also authorized Federal Express to provide all-cargo service on a North Atlantic routing between New York and Moscow/Leningrad.

(more)

In selecting Baltia to serve Leningrad and Riga, the DOT order, issued by Patrick V. Murphy Jr., deputy assistant secretary for policy and international affairs, reversed the recommended decision of an administrative law judge. The decision places major reliance on the quality of service to be provided rather than focusing mainly on the experience of the airline proposing the service. For example, Baltia's proposal to serve Leningrad was far superior to that of TWA, the order said.

The department also awarded backup authority to TWA for service in the New York/Leningrad market, to American Trans Air (ATA) to provide service between Philadelphia and Riga (with added service to Kiev), and to Baltia to serve in the New York/Moscow market.

All carriers awarded primary authority will be required to start service within 120 days, except for American, which is required to start service by April 1, 1992.

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# News:

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

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**FOR IMMEDIATE RELEASE**  
**Thursday, June 6, 1991**

**DOT 58-91**  
**Contact: Bill Mosley**  
**Tel.: (202) 366-5571**

**DOT APPROVES FIRST SERVICE  
BY A BULGARIAN AIRLINE**

The Department of Transportation has approved an application by Jes Air, a Bulgarian airline, to begin scheduled service between Sofia, Bulgaria and New York.

Jes Air's new service will provide the only non-stop flights in the U.S.-Bulgaria market, and will be the first service by a Bulgarian airline to the United States. The other Bulgarian airline, Balkan Airlines, has never sought authority to serve the United States. No U.S. airlines serve Bulgaria.

Jes Air was organized in 1990. It operates Airbus A-310 aircraft, and also conducts charter services within Europe.

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Thursday, June 6, 1991

DOT 59-91  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## AIRLINE PERFORMANCE SHOWS IMPROVEMENT IN LATEST DOT AIR TRAVEL CONSUMER REPORT

U.S. airlines showed a marked improvement in their on-time performance and baggage handling in April 1991 while drawing fewer complaints from consumers than in previous months, the Department of Transportation said today.

The department's monthly Air Travel Consumer Report also indicated a continuing decline in the number of passengers denied boarding, or bumped.

The nation's 12 largest carriers posted an on-time performance of 83.4 percent in April, compared to 80.0 percent in March and 82.2 percent in April 1990. In compiling the data, delays caused by mechanical problems are not counted.

The department said mishandled baggage reports for April averaged 5.15 per 1,000 passengers, down from March's average of 5.62 and the 5.74 recorded in April 1990.

Complaints from consumers to DOT totaled 703 in April, down from 706 in March and 829 in April 1990.

The rate of involuntary denied boardings for the first three months of 1991 was 1.29 per 10,000 passengers, a substantial decline from the 2.06 rate recorded in the first quarter of 1990. During the last quarter of 1990, the rate was 1.46 per 10,000 passengers.

The Department 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 printout (\$100 per copy) are available from DOT's Transportation Systems Center in Cambridge, Mass.

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U.S. Department of  
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# News:

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

FOR RELEASE THURSDAY  
June 6, 1991

DOT 60-91  
Contact: Ed O'Hara  
Tel.: (202) 366-5571

## U.S. AND GREECE SIGN NEW AIR SERVICE AGREEMENT

Secretary of Transportation Samuel K. Skinner announced today that the United States and Greece have signed a new aviation agreement which expands significantly the rights of air carriers to provide service between the two countries.

Skinner said, "This agreement provides opportunities for increased service and more convenient service in the U.S.-Greece market, a growing tourist market that has not reached its full potential. It will also result in improved service for shippers as well as travelers."

Delegations for the two nations, meeting in Athens, concluded the five-year agreement which will replace an interim agreement that has governed service between Greece and the U.S.

The agreement provides for improved services for both Pan American World Airways and Trans World Airlines, currently the only U.S. carriers providing service between the two countries.

Under the new agreement, an unlimited number of U.S. airlines can operate unlimited scheduled combination (passenger and cargo) services between Greece and any U.S. city, other than New York, Boston and Chicago. Such service can be operated via a number of intermediate cities and to points beyond Greece.

The agreement formalizes Pan American's services between New York and Greece, permits the airline to increase the frequency of its service, relaxes some operating restrictions and provides for added operational flexibility. Pan Am will be able to provide service beyond Greece to two points in the Middle East.

TWA will have improved operational flexibility in providing service between New York and Boston, via either Paris or Rome, to Greece and beyond to Cairo and Tel Aviv.

(more)

New York is limited to two U.S. airlines and Boston and Chicago to one U.S. airline. However, if scheduled passenger traffic increases by 150 percent in the New York-Greece market, a third U.S. airline will be allowed to enter the market.

The Greek airline, Olympic Airways, will be authorized to provide service to three new U.S. cities. The agreement continues Greece's rights to serve New York, Boston and Chicago, with expanded operational flexibility.

In addition, the agreement gives both countries liberal rights to operate new all-cargo routes, including service to a number of intermediate and beyond points.

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# News:

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

FOR IMMEDIATE RELEASE

Friday, June 7, 1991

DOT 61-91

Contact: Roslyn Kaiser  
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Sam Vass  
(202) 366-2009

DOT'S INSPECTOR GENERAL SEMIANNUAL REPORT  
SHOWS RECOMMENDED SAVINGS OF \$223 MILLION

A semiannual report of the Department of Transportation's Office of Inspector General (OIG) shows recommended savings totaling \$223 million, management commitments to save \$331.2 million, and fines, restitutions, recoveries and cost avoidances totaling \$5.7 million.

The six-month report for the period ending March 31, 1991, shows that the OIG issued or processed 1,037 audit reports. These reports recommended savings totaling \$223 million which includes \$148.7 million of funds to be put to better use, identified unsupported costs of \$7.4 million, and questioned costs of \$66.9 million. The OIG also made policy and procedural recommendations on improving the department's operations.

Based on audit reports issued during this and prior periods, department managers made decisions to recover questioned costs totaling \$208.8 million and to more effectively use resources valued at \$122.4 million, for projected savings of \$331.2 million.

Investigations completed by the OIG resulted in 69 indictments; 78 convictions; 21 years in prison sentences; \$5.7 million in fines, court-ordered restitutions, administrative recoveries and cost avoidances; 13 suspensions and debarments; and 52 other administrative actions.

The report includes a special assessment of needed internal controls within the Urban Mass Transportation Administration to ensure that federal funds are not used to acquire unneeded transit buses, and that federally-funded buses remain in revenue service for the prescribed minimum useful life and are used only to provide conforming mass transit service. Also highlighted are the investigations of fraudulent reports submitted for overhaul of turbine engines used on U.S. Coast Guard cutters and an attempted bribe of a Maritime Administration employee by foreign nationals in return for preferential treatment in purchasing scrap vessels.

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U.S. Department of  
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# News:

Office of the Assistant Secretary for Public Affairs  
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SAMUEL KNOX SKINNER  
UNITED STATES  
SECRETARY OF TRANSPORTATION

Samuel Knox Skinner was sworn in as the 10th Secretary of Transportation on February 1, 1989. He was nominated by President-elect George Bush on December 22, 1988 and unanimously confirmed by the Senate on January 31, 1989.

Secretary Skinner began his work at the Department of Transportation by developing a National Transportation Policy, a strategic framework to guide this nation's transportation system into the 21st century, which he announced in March 1989. Now, after little more than two years in office, he has used this policy to marshal specific departmental initiatives including passage of the most sweeping aviation legislation since the airline industry was deregulated. This legislation will be instrumental in reducing aircraft noise and expanding airport capacity. Secretary Skinner is leading the administration's effort to reauthorize the nation's surface transportation programs for the next five years. The effort includes bold new initiatives such as a 150,000 mile National Highway System and greater flexibility on the use of federal funding by state and local officials. Through his strategic planning, Secretary Skinner hopes to bring a corporate style to government and enhance the competitiveness of the United States.

Aside from his long term agenda, Secretary Skinner has been the administration's point person in numerous crisis situations including the Eastern Airlines strike, the 1991 national rail strike, the Exxon Valdez oil spill, the northern California earthquake and Hurricane Hugo.

As a member of the Cabinet, Mr. Skinner not only serves as the President's chief advisor on transportation issues, but as a key economic policy advisor as well. With more than 100,000 employees throughout the U.S. and abroad and a budget of \$30 billion, Mr. Skinner oversees the Federal Aviation Administration, the United States Coast Guard and seven other operating administrations that deal with maritime, highway, railroad, mass transit, highway safety and research programs. Secretary Skinner has been ranked as the outstanding member of President Bush's Cabinet by Washingtonian magazine for 1989 and 1990.

From 1977 to 1989, Secretary Skinner practiced law as a senior partner in the Chicago law firm of Sidley & Austin.

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From 1984 to 1988 he also served as Chairman of the Regional Transportation Authority of Northeastern Illinois, the second largest urban mass transportation district in the country. During this time, Secretary Skinner also served as Vice Chairman of the President's Commission on Organized Crime.

In 1988, Secretary Skinner was Illinois Campaign Director of the presidential campaign of Vice President George Bush. In 1980, he served as Co-Chairman of Bush's Illinois campaign for the 1980 Republican presidential nomination.

From 1968 to 1975, Secretary Skinner served in the Office of the United States Attorney for the Northern District of Illinois. In 1975, he was appointed by President Ford to be United States Attorney for that District. He was the first career prosecutor in history to hold that position. In this capacity, he served as a member of the Department of Justice's White Collar Crime Committee and the United States Attorney General's Advisory Committee.

Secretary Skinner held various sales and management positions with IBM Corporation from 1961 to 1968. In 1967, IBM selected him for its highest sales award, Outstanding Salesman of the Year, for the company's 17-state Midwest Region.

Born in Springfield, Illinois, Secretary Skinner graduated from the University of Illinois in 1960 with a Bachelor of Science in Accounting. He is a recipient of the Outstanding Alumnus Award from the University of Illinois Accounting Club and the Distinguished Commerce Alumnus Award from the University of Illinois Commerce Alumni Association. Secretary Skinner served as a Lieutenant and a Tank Platoon Leader in the United States Army in 1960-1961. Secretary Skinner graduated from DePaul University Law School in 1966, where he served on the Law Review.

Secretary Skinner has received honorary degrees from DePaul University Law School and Lake Forest College, as well as the John Marshall Law School Freedom Award. Secretary Skinner serves on the Board of Northwestern Memorial Hospital and the Board of the Western Golf Association, a not-for-profit scholarship foundation. He is a member of the American Legion, the National Association of Former United States Attorneys, and is a Lifetime Member of the Eagle Scouts as well as a recipient of the Distinguished Eagle Scout Award. Mr. Skinner is admitted to practice law before the Supreme Court of Illinois, various U.S. District and Appellate Courts, the U.S. Supreme Court and the U.S. Court of Military Appeals. Secretary Skinner received his pilot's license in 1957 and is today a jet certified pilot.

Secretary Skinner was born on June 10, 1938. He is married to Mary Jacobs Skinner, a lawyer. The Secretary, who received the 1991 National Father of the Year Award from the National Father's Day Committee, has three children, Thomas, who is a lawyer, Steven, who is a U.S. government employee, and Jane, who is a broadcast journalist.



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Friday, June 14, 1991

DOT 63-91  
Contact: Dennis E. Deuschl  
Tel.: (202) 366-0110  
Shelley B. Laracuente  
Tel.: (202) 366-0113

## SEAWAY VESSELS WILL BE ABLE TO CARRY MORE CARGO

Starting Monday, vessels that use the St. Lawrence Seaway will be allowed to carry as much as 100 metric tons of additional cargo as a result of an increase in the maximum vessel draft (the depth of a vessel's keel below the water line).

The U.S. Department of Transportation's Saint Lawrence Seaway Development Corporation and the Canadian St. Lawrence Seaway Authority said they will permit an increase in the maximum vessel draft for Seaway locks and the binational shipping route from 26 feet to 26 feet, 1 inch. It is the first increase since 1970 and the fourth in the Seaway's 32-year history.

"This draft increase will have a positive economic impact on Seaway users and represents another step toward making the Seaway more competitive," U.S. Seaway Administrator Stanford E. Parris said. "Additional draft goes directly on the shipper's bottom line."

Parris said the Great Lakes/Seaway maritime community for years has urged the Seaway agencies to increase the maximum draft. The agencies carefully studied the suggestion and have now determined a small increase is feasible, safe and cost effective. He said he and his Canadian counterpart, Seaway Authority President Glendon R. Stewart, are committed to continuing efforts to study methods of further increasing the maximum vessel draft for Seaway users.

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U.S. Department of  
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# News:

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

FOR RELEASE THURSDAY  
June 20, 1991

DOT 64-91  
Contact: Bob Marx  
Tel.: (202) 366-5580

## U.S. TRANSPORTATION SECRETARY FAVORS GREATER FOREIGN INVESTMENT IN U.S. AIRLINES

LONDON -- U.S. Secretary of Transportation Samuel K. Skinner said today the Bush Administration would support legislation allowing foreign investment of up to 49 percent in the voting stock of U.S. airlines.

Addressing a meeting of the British-American Chamber of Commerce, Skinner said that current U.S. law imposes a 25 percent limit on the foreign ownership of voting stock in U.S. airlines.

"It is likely that we will see, over time, a genuine globalization of airline companies, much as we have seen in so many other industries," Skinner said. "That means establishing a genuine, fully competitive presence in all of the world's most important aviation markets. The most important step we can take in this connection is to create an environment more receptive to foreign investment in the U.S. airline industry."

Skinner said, "Our carriers need much wider financing alternatives so they can grow and compete effectively in the world market." He noted that DOT recently increased opportunities for foreign investment in U.S. carriers consistent with existing law.

In January, the department established more flexible guidelines for determining the issue of control of U.S. airlines and allowed KLM Royal Dutch Airlines to maintain a significant investment in Northwest Airlines.

Discussing the restrictions in current law, Skinner said, "Given the role that our airline industry has played in Operations Desert Shield and Desert Storm, there should be no mystery about one of the major reasons for those requirements. Nonetheless, we believe that national security concerns can be accommodated within a statutory framework that permits greater opportunity for foreign investment."

(more)

Skinner's announcement came in a major speech in which he called for a far more open and competitive regime for air carriers across the North Atlantic. He said, "We are moving toward stripping away the artificial constraints of bilateral agreements and allowing airlines on both sides of the Atlantic at last to exploit the true economic potential of the transatlantic market."

Skinner challenged the European Economic Community to lead the way in global liberalization of the airline industry. He urged Europeans to learn from the success of airline deregulation in the United States, saying, "Just as deregulation in the U.S. led to the demise of a creaky old commercial aviation system created in the days of the Ford Trimotor, the globalization of the world economy is rendering obsolete an international system created in the age of the DC-4."

The secretary said that the U.S. hopes to move away from bilateral negotiations with individual European nations toward a multilateral process with the European Community.

Skinner also said that a liberalized international marketplace for aviation "has no place for subsidies." He noted that France, Germany, Spain and the United Kingdom have provided the equivalent of \$26 billion in U.S. dollars in subsidies to Airbus Industrie, the aircraft manufacturing firm. Last February, negotiations with the governments involved aimed at eliminating the subsidies broke down.

"Those subsidies are inconsistent with truly free competition and with international laws," Skinner said. "Therefore we have decided to take the issue to the GATT (General Agreement on Trade and Tariffs) for a solution. Neither the U.S. government nor the U.S. industry is prepared to live with the current situation in which privately financed companies compete against government-subsidized entities."

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