



U.S. Department of
Transportation

News:

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

FOR RELEASE WEDNESDAY
July 3, 1991

DOT 66-91
Contact: Fred Farrar
Tel.: (202) 267-8521

ELLINGTON FIELD CHOSEN FOR MILITARY AIRPORT PROGRAM, SKINNER SAYS

HOUSTON -- Secretary of Transportation Samuel K. Skinner today selected Houston's Ellington Field to receive funds under the new Military Airport Program.

In an action designed to increase airport capacity, Skinner said Ellington, formerly Ellington Air Force Base, will receive a \$5 million grant to fund capital improvements under the Federal Aviation Administration's Airport Improvement Program (AIP).

Ellington was acquired by the city of Houston in 1984 and is operated as a reliever airport for Hobby Airport under a joint use agreement with the Department of Defense. The Texas Air National Guard, the Coast Guard, other military units and NASA aircraft are based at Ellington.

Airports chosen under the program are eligible to receive such grants. The program paves the way for joint use of military airports by military and civil aircraft and the conversion of former military airports for commercial use.

Skinner and Sen. Phil Gramm of Texas participated in a ceremony to announce the award. Skinner said, "We believe this program can help to relieve one of the most serious problems facing aviation -- the need for more capacity. Using former military airports should help to reduce delays, both in the air and on the ground."

Ellington is the second facility to be chosen for the program. On May 30, Stewart International Airport, Newburgh, N.Y., was the first to be selected and received a \$5 million grant. Six other former military airports will be selected for the program by Sept. 30, 1991. For fiscal 1991, a total of \$27 million is available for the military airport program. That is equal to 1.5 percent of the total funds available for the Airport Improvement Program.

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.



Moving America Into the 21st Century

NEWS RELEASE

FOR IMMEDIATE RELEASE
Wednesday, July 3, 1991

DOT 67-91
Contact: Dave Frederickson
Tel.: (202) 366-0660

DOT REPORTS TO CONGRESS ON STATUS OF NATION'S HIGHWAYS AND BRIDGES; SKINNER CALLS FOR INCREASE IN HIGHWAY INVESTMENT

Secretary of Transportation Samuel K. Skinner today called for increased, targeted investment in the nation's highways in order to stem their deterioration and maintain America's economic competitiveness.

In sending to Congress the Department of Transportation's 1991 biennial report on the status of the nation's highways and bridges, Skinner said, "This report reinforces the findings in the National Transportation Policy released by President Bush in March 1990. The NTP stressed then that we must give priority to maintaining needed transportation infrastructure and ensure that essential new capacity is provided in transportation systems of national significance.

"The data from this report document the urgency of restoring and improving our highway infrastructure. The strategy embodied in the administration's proposed 1991 Surface Transportation Assistance Act will set us on the road to meeting these pressing investment needs so that America can stay competitive in the global economy of the 21st century," the secretary said.

The report, Skinner noted, shows that although pavement conditions on most of the nation's arterial and collector highways improved between 1987 and 1989, about 265,000 miles of highway were in poor condition in 1989, and about 642,000 miles, about half the nation's total of non-local roads, were at or near the point at which vehicle operations would be impaired by deteriorating conditions. In the same year, 134,000 bridges, 23 percent of the total, were rated as structurally deficient.

The report also shows that performance continues to decline on principal highways, with almost 70 percent of daily peak-hour travel on the urban Interstate system in 1989 occurring under congested conditions. Highway congestion led to over 8 billion hours of delays in 1989 at an estimated cost of \$120 billion. "This decline in performance is incompatible with global competitiveness," Skinner said.

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U.S. Department of
Transportation

Skinner reiterated the administration's call for an increase in federal spending coupled with requiring a larger matching share from the states. He added that the federal government should encourage toll roads and privatization as a means of increasing funding. These provisions could increase capital investment for highways and bridges by \$30 billion to \$40 billion over the next five years.

The secretary also emphasized the need to focus a specific portion of the increased investment on the administration's proposed National Highway System, a network of key highways and bridges which will include the present Interstate system and other roads of national significance. This system would carry about 40 percent of total vehicle travel and 75 percent of intercity truck travel on only 4 percent of the nation's roads.

"This report clearly shows the necessity of directing federal investment where it is needed most," Skinner said. "Federal funds must be targeted on the National Highway System and additional resources must be made available in order to preserve the ability of our highways and bridges to move people and goods efficiently."

Under the administration's proposal, the physical condition and operating performance of the National Highway System can be improved by the end of the reauthorization period in 1996, even taking into account a projected 2.5 percent annual increase in traffic, thereby closing the gap between the total needs of and total investment in the system.

"Increasing state, local and private investment is essential for establishing a legacy of greater commitment to our transportation infrastructure," Skinner said. "This increased investment will assure America's continued mobility, enhance the nation's competitive edge and improve our domestic productivity."

The administration has also proposed a flexible block grant-style Urban/Rural program which provides states and local governments the flexibility to set priorities and allocate resources in the most cost-effective manner. This program would provide resources to meet the most critical needs in congestion management, pavement conditions, safety, and bridge repair and replacement.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Wednesday, July 3, 1991

DOT 68-91
Contact: Hal Paris
Tel.: (202) 366-5571

AIRLINES PERFORM WELL IN MAY, DOT TRAVEL REPORT SHOWS

U.S. airlines scored good marks in May in their service to consumers, according to data in the Department of Transportation's monthly Air Travel Consumer Report.

The nation's 12 largest carriers posted an on-time performance of 83.5 percent in May, slightly better than the 83.4 percent in April and the 80.8 percent recorded in May 1990. In compiling the on-time performance data, delays caused by mechanical problems are not counted.

Complaints from consumers to the department totaled 586 in May, a 17 percent decline from April's 703 total and well below the 689 registered in May 1990.

The department said mishandled baggage reports for May averaged 5.20 per 1,000 passengers, almost identical to April's average of 5.15 and down from the 5.92 recorded in May of last year.

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, July 18, 1991

DOT 73-91

Contact: Chuck Kline
Tel.: (202) 366-2928
Kathy Fiorillo
(202) 366-2931

DOT ISSUES LATEST COMMERCIAL
LAUNCH MANIFEST; 10 FLIGHTS ADDED

The Department of Transportation today issued its latest U.S. commercial launch manifest for 1991. Ten more launches have been added to the manifest, bringing to 34 the total number of flights expected to take place through 1995.

The 10 additions are:

Orbital Sciences Corp.'s SEASTAR, TASR 1, and TASR 2; EER Systems Corp.'s COMET 1 LAUNCH, COMET 2 LAUNCH, and COMET 3 LAUNCH; Space Industries, Inc.'s COMET 1 REENTRY, COMET 2 REENTRY, and COMET 3 REENTRY; and McDonnell Douglas's PALAPA B4.

Stephanie Lee-Miller, director of the department's Office of Commercial Space Transportation, said that she was very pleased with the number of additions to the manifest.

"Since 1989, when DOT-licensed commercial launches first began, 15 successful flights have taken place," said Lee-Miller. "Together, these launches represent more than half a billion dollars in business. This is a substantial accomplishment in the short history of U.S. commercial space transportation."

(manifest attached)

| COMPANY | PAYLOAD/ COUNTRY | CUSTOMER LAUNCH DATE |
|--|---|-------------------------|
| Orbital Sciences Corp. | TASR 1 (U.S.) | 9/92 |
| Space Industries, Inc. | COMET 1 REENTRY (U.S.) | 10/92 |
| Orbital Sciences Corp. | TASR 2 (U.S.) | 10/92 |
| McDonnell Douglas | GE SATCOM C-3 (U.S.) | 11/92 |
| General Dynamics | INTELSAT VII Flt#2 (Intern'l Consortium) | /93 |
| General Dynamics | INTELSAT VII Flt#3 (Intern'l Consortium) | /93 |
| General Dynamics | TELSTAR 401 (U.S.) | /93 |
| Orbital Sciences Corp. | SEASTAR (U.S.) | 8/93 |
| McDonnell Douglas | NATO IVB (NATO) | 12/93 |
| General Dynamics | ORION 1 (U.S.) | /94 |
| General Dynamics | SAX (Italy) | /94 |
| General Dynamics | TELSTAR 402 (U.S.) | /94 |
| EER Systems Corp. Space Services Div. | COMET 2 LAUNCH (U.S.) | 8/94 |
| Space Industries, Inc. | COMET 2 REENTRY (U.S.) | 9/94 |
| General Dynamics | ORION 2 (U.S.) | /95 |
| EER Systems Corp. Space Services Div. | COMET 3 LAUNCH (U.S.) | 6/95 |
| Space Industries, Inc. | COMET 3 REENTRY (U.S.) | 7/95 |

U.S. COMMERCIAL LAUNCH MANIFEST

(As of July 1991)

| <u>COMPANY</u> | <u>PAYLOAD/ COUNTRY</u> | <u>CUSTOMER LAUNCH DATE</u> |
|--|-------------------------------------|---------------------------------|
| Orbital Sciences Corp. | LEAP-1 (U.S.) | 7/91 |
| Orbital Sciences Corp. | ZEST-1 (U.S.) | 7/91 |
| General Dynamics | EUTELSAT (European Consortium) | 8/91 |
| Orbital Sciences Corp. | LEAP-2 (U.S.) | 8/91 |
| Orbital Sciences Corp. | ZEST-2 (U.S.) | 8/91 |
| EER Systems Corp. Space Services Div. | Consort 4 (U.S.) | 9/91 |
| General Dynamics | GALAXY V (U.S.) | 11/91 |
| Orbital Sciences Corp. | Joust 2 (U.S.) | 12/91 |
| Orbital Sciences Corp. | LEAP-3 (U.S.) | 12/91 |
| General Dynamics | INTELSAT-K (Intern'l Consortium) | /92 |
| General Dynamics | UHF 1 (U.S.) | /92 |
| General Dynamics | GALAXY 1R (U.S.) | /92 |
| Orbital Sciences Corp. | LEAP-4 (U.S.) | 4/92 |
| McDonnell Douglas | PALAPA B4 (Indonesia) | 6/92 |
| Orbital Sciences Corp. | SPFE-6 (U.S.) | 6/92 |
| EER Systems Corp. Space Services Div. | COMET 1 LAUNCH (U.S.) | 9/92 |
| Orbital Sciences Corp. | SPFE-T (U.S.) | 9/92 |



U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Thursday, July 25, 1991

DOT 74-91
Contact: Bill Mosley
Tel.: (202) 366-5571

LUFTHANSA'S CHARLOTTE SERVICE EXTENDED

The Department of Transportation today extended through Feb. 18, 1992 the authority of Lufthansa German Airlines to fly between Frankfurt, Germany and Charlotte, N.C.

Lufthansa was originally granted authority to serve the route in June 1990 under the "Cities" program, a DOT initiative that allows foreign carriers to expand service to more U.S. cities. The original authority allowed Lufthansa to serve the route for 179 days. Extensions were granted in January and February of this year. The carrier's current authority runs through Aug. 23.

However, today's order also noted that it had awarded Lufthansa authority to fly to Charlotte on the assumption that the U.S. and Germany would reach an agreement to institute a more liberal pricing regime. The German government, however, has continued to disapprove discount fares offered by U.S. carriers to passengers whose flights originate in Germany. The U.S. favors a regime in which U.S. carriers can set fares for flights originating in Germany without control or disapproval by the German government.

The department said formal U.S.-German talks on aviation issues, including pricing, were scheduled for September and that granting this extension to Lufthansa would provide an opportunity for the governments to resolve the pricing issue. It added that Lufthansa's Charlotte authority would not be extended beyond Feb. 18, 1992 unless the U.S. and Germany can reach a mutually satisfactory accommodation on pricing.

The department granted the six-month extension despite plans announced by USAir to serve the Charlotte-Frankfurt market if Lufthansa's request for a renewal were denied. DOT said it would welcome USAir's entry into the market and the competition it would bring. However, it noted that the order establishing the Cities program said it was never the department's intent to allow a foreign carrier's service to lapse should a U.S. carrier later choose to enter a market served under the program.

Other foreign carriers providing service under the Cities program are KLM Royal Dutch Airlines, which serves Baltimore and Minneapolis-St. Paul from Amsterdam; Ladeco, S.A., which flies between Santiago, Chile and Baltimore; and Swissair, which provides service between Zurich and Philadelphia.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Wednesday, July 31, 1991

DOT 76-91
Contact: Donna R. Smith
Tel.: (202) 366-3784

DOT ANNOUNCES CONFERENCES ON DRUG TESTING

The Department of Transportation is sponsoring two series of conferences on drug testing programs in the transportation industry.

The first set of conferences deals with consortia-operated drug testing programs, while the second involves three training conferences on the specimen collection procedures required in the DOT drug testing regulations.

The two consortia conferences will be held in early September, one in Washington, D.C., Sept. 4-5, and the other in Denver, Sept. 11-12. These conferences are designed to assist consortia who have accepted the responsibility of implementing drug testing programs for transportation companies regulated by DOT and its agencies.

Discussions will cover the DOT drug testing rules and the special issues of how drug programs are implemented through a consortium. A consortium is any cooperative arrangement that helps transportation companies to implement drug-testing programs mandated by DOT regulations.

Some key agenda items include reporting and recordkeeping requirements, compliance and enforcement methods, confidentiality issues and random testing methodology.

Representatives from the Federal Aviation Administration, the Federal Highway Administration, the Research and Special Programs Administration and the U.S. Coast Guard will provide specific requirements for the employers they regulate. Issues related to consortia serving employers or employees covered by more than one DOT agency will also be discussed.

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The three one-day collection conferences are to be held in Houston, Sept. 19; St. Louis, Sept. 24; and Baltimore, Oct. 2, 1991. These specimen-collection conferences are designed to present information and conduct small-group training for personnel who collect and process urine specimens.

Participation in the collection conferences is encouraged for employees of any clinic, hospital, laboratory or other organization who serve as collection site persons for the transportation industry.

The registration fee is \$25 per person for each of the conferences. Early registration is recommended, as participation will be limited.

To register, or for more information, please contact: RII, Inc., 1010 Wayne Avenue, Suite 300, Silver Spring, Md. 20910, Phone: (301) 565-4048, Fax: (301) 587-4138.

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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 where he served on the firm's executive committee.

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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 award, Outstanding Salesman of the Year.

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 numerous honorary degrees and awards and has been selected by both of his alma mater's as an outstanding alumnus. 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 student 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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7/31/91



U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Friday, August 2, 1991

DOT 77-91
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT TENTATIVELY SELECTS CARRIERS FOR FORMER EASTERN U.S.-CANADA ROUTES

The Department of Transportation today tentatively decided to approve the transfer of three U.S.-Canada routes formerly served by Eastern Air Lines to Delta Air Lines and USAir.

In a show cause order, the department proposed to transfer New York/Newark-Montreal/Ottawa and Pittsburgh-Toronto authority to Delta, and Baltimore/Washington-Montreal/Ottawa authority to USAir.

At the time Eastern suspended service last January, the department selected carriers to serve its former U.S.-Canada routes on a temporary emergency basis. Delta has served the Pittsburgh-Toronto route under this temporary authority, USAir the Baltimore/Washington-Montreal/Ottawa route, and American Airlines the New York/Newark-Montreal/Ottawa route.

Today's decision tentatively approves the results of a Feb. 4 auction, ordered by the U.S. Bankruptcy Court, of certain Eastern assets. In its order, the department noted that all airlines had the opportunity to acquire these routes through competitive bidding in this auction. It said it was satisfied that market forces had allocated these routes in an efficient and beneficial way, and that there was no overriding public interest reason for overturning the transactions. The order added that Delta and USAir would make full use of these rights, providing service equal to or better than that offered by Eastern.

Interested parties have 14 days to show cause why this tentative decision should not be made final, with responses to objections due seven days later.

Another route formerly served by Eastern, Miami/Tampa-Toronto, is currently the subject of a DOT route proceeding. On July 10, an administrative law judge recommended that the route be awarded to Delta. A final decision on the allocation of this route is expected by October. American is now serving the route under temporary authority.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Tuesday, August 6, 1991

DOT 78-91
Contact: Kevin Towles
Tel.: (202) 366-5545

DOT RELEASES MONTHLY AIR TRAVEL CONSUMER REPORT

The nation's largest airlines posted their best baggage handling record in June and second-best on-time performance since they began reporting this information to the Department of Transportation four years ago.

The Air Travel Consumer Report for June shows that reports of mishandled baggage averaged 5.04 complaints per 1,000 passengers for the 12 largest carriers. Their previous best was the 5.15 mark of April 1991. The airlines posted an average of 5.20 mishandled baggage reports in May 1991 and 6.56 in June 1990.

June's on-time mark of 85.3 percent ranks second only to the 85.6 recorded in September 1988. This compares to the on-time performance of 83.5 percent in May 1991 and 80.1 in June 1990. In compiling the data, delays caused by mechanical problems are not counted.

Complaints from consumers to DOT totaled 633 in June, an increase over May's 586. However, complaints for the first six months of 1991 totaled 4,061, a 23 percent decline from the 5,345 complaints reported in the same period last year.

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:

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

FOR IMMEDIATE RELEASE
Thursday, August 8, 1991

DOT 79-91
Contact: Kevin Towles
Tel.: (202) 366-5545

DOT ENDS U.S.- SOUTH AFRICA AVIATION SANCTIONS

The Department of Transportation today ended all aviation sanctions against South Africa and said it would consider applications from U.S. and South African airlines for service between the two countries.

On July 11, the department issued a show cause order tentatively deciding to end sanctions which had been in effect for five years. No objections to the show cause order were filed.

The department's decision follows an announcement by President Bush that South Africa has met conditions set out in anti-apartheid legislation adopted in 1986.

In wake of that legislation, DOT revoked the authority of South African Airways to serve the U.S. and prohibited U.S. carriers from serving South Africa.

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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, August 23, 1991

DOT 80-91
Contact: Roslyn Kaiser
Tel.: (202) 366-5571
UMTA: Jerry Brown
Tel.: (202) 366-4043

DOT ISSUES FINAL RULE TO IMPLEMENT AMERICANS WITH DISABILITIES ACT

The Department of Transportation today issued a final rule that implements the transportation provisions of the Americans with Disabilities Act of 1990 (ADA) and will improve the accessibility of transportation services for people with disabilities.

Secretary of Transportation Samuel K. Skinner said, "Improved access to transportation for people with disabilities is one of the major goals of the ADA. When this rule is fully in effect, it will be easier for people with disabilities to use public transportation to get to schools and jobs, as well as social, recreational and cultural activities."

A major component of the final rule requires acquisition of accessible vehicles by most public and private operators of transportation systems whether or not they receive federal financial assistance. Another portion requires public entities that operate fixed route service to provide paratransit service for individuals who cannot use fixed route systems even when they are accessible.

Paratransit services are alternative forms of public transportation that include, for example, door-to-door van service, scheduled on request of the user. The department's Urban Mass Transportation Administration (UMTA) will review paratransit plans, to be submitted by Jan. 26, 1992, by each public provider of fixed route service. The rule provides up to a five-year period for implementation of paratransit plans.

UMTA Administrator Brian W. Clymer said, "The department is aware of the complex issues involved in preparing paratransit programs for UMTA review. To help transportation authorities develop such plans, we will publish a 'how-to' handbook in the very near future."

Under the rule, the paratransit services offered must be comparable to fixed route service, including hours of service and service area covered. The rule requires "next day" service for paratransit, with no restrictions based on the purposes of the trip. Fees for paratransit services may be as much as twice the fixed route fare for a similar trip.

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Public transportation providers are required to offer comparable paratransit service unless doing so would impose an undue financial burden. The rule includes provisions for undue financial burden waivers, and requests for waivers will be decided by UMTA on a case-by-case basis.

Other sections of the rule address accessibility requirements for commuter, rapid and light rail systems, which must identify and designate "key" stations to be made accessible within three years, with some extensions available for extraordinarily expensive alterations. All Amtrak stations must be made accessible as well. In addition, Amtrak and commuter, rapid and light rail systems must make "one car per train" accessible by 1995.

Private providers of transportation, such as charter bus service or hotel shuttle buses to airports, also are covered. Specific requirements depend on such factors as whether the service is fixed route or demand responsive, whether or not the provider is primarily engaged in the business of transporting people, and vehicle size.

ADA passed Congress with overwhelming majorities and was signed by President Bush in July 1990. In addition to DOT, the Department of Justice, the Equal Employment Opportunity Commission and the Architectural and Transportation Barriers Compliance Board have issued rules to implement ADA regulations and standards. The Architectural and Compliance Board's guidelines for accessible vehicles and transportation facilities will be incorporated in DOT's rule.

The rule will be published in the Federal Register. Copies of the regulation, including alternative formats such as braille, computer disc, large print and audio tape, may be obtained by writing to Robert Ashby, C-50, Department of Transportation, Washington, D.C. 20590, or calling (202) 366-9306 (voice) or (202) 755-7687 (TDD).

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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, August 29, 1991

DOT 81-91
Contact: Dennis E. Deuschl
Tel.: (202) 366-0110
Shelley Beaudry Laracuente
Tel.: (202) 366-0113

SEAWAY CORPORATION ANNOUNCES FIRST TRADE MISSION TO SOUTH AMERICA

In an attempt to stimulate new trade opportunities for the Great Lakes region of North America, the U.S. Department of Transportation's Saint Lawrence Seaway Development Corporation will sponsor a trade mission to South America in November, U.S. Seaway Administrator Stanford E. Parris announced today.

The Seaway Corporation will lead a delegation of U.S. and Canadian maritime business leaders to Rio de Janeiro and Sao Paulo Nov. 16 to Nov. 20, and to Buenos Aires Nov. 20 to 22. Their goal will be to convince Brazilian and Argentine shippers and vessel operators to increase the volume of imports and exports shipped from and to North America via the Great Lakes St. Lawrence Seaway System.

The timing of the mission is important because Brazil and Argentina are progressing in their economic development plans that call for fewer trade restrictions, and for a greater amount of port and industry privatization. Additionally, the United States and Brazil recently signed a new two-year bilateral maritime agreement that further liberalizes the bilateral trade and increases cooperation between the two countries.

"As trade opportunities develop, we want to ensure that a good percentage of that cargo is shipped via the Seaway System," Parris said. "Using the Seaway System makes sense economically for anyone wanting to ship products to and from the United States' midwest as well as the Canadian provinces of Quebec and Ontario."

The delegation will include executives of carrier companies, terminal operators, ship and cargo brokers, exporters and importers, and port authorities. In each city, they will conduct a formal presentation on the Seaway System and will have one-on-one business meetings with South American business and maritime representatives. The mission will be the second international trade mission sponsored by the Seaway Corporation in 1991, and the eighth mission overall. It is the first one to South America.

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

AIR TRAVEL REPORT SHOWS AIRLINES POST GOOD MARKS IN JULY

U.S. airlines posted good marks in July in their on-time performance and handling of baggage, the Department of Transportation said today.

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

The nation's 12 largest carriers registered an on-time performance of 84.5 percent in July, slightly below their 85.3 percent on-time showing in June but well above the 80.9 percent recorded in July 1990. In compiling the data, delays caused by mechanical problems are not counted.

The department said mishandled baggage reports for July average 5.23 per 1,000 passengers, slightly higher than June's average of 5.04 but well below the 6.08 showing for July 1990.

Complaints from consumers to DOT totaled 709 in July, an increase over June's 633 and slightly higher than the 683 recorded in July 1990.

The rate of involuntary denied boardings for the first six months of 1991 was 1.09 per 10,000 passengers, a decline from the 1.70 rate recorded in the January-June 1990 period.

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
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, September 5, 1991

DOT 84-91
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT TENTATIVELY ALLOCATES 1991-92 U.S.-JAPAN CHARTERS

The Department of Transportation today tentatively allocated 440 one-way U.S.-Japan charter flights to U.S. carriers for the year beginning Oct. 1, 1991.

In a show cause order, the department proposed to allocate 257 of the available charters for cargo service and 98 for passenger flights. In addition, a pool of 85 charters, cargo or passenger, was established for distribution on a first-come, first-served basis.

Under a U.S.-Japan aviation agreement reached in 1989, U.S. carriers may operate between 400-450 available charter flights each year. This year, 14 carriers filed applications for 932 one-way charter flights.

The department, in order to streamline the selection procedure, based its tentative decision exclusively on the parties' written submissions rather than a lengthy proceeding before an administrative law judge as in the past.

Patrick V. Murphy Jr., the department's deputy assistant secretary for policy and international affairs, tentatively awarded 1991-92 U.S.-Japan charter authority as follows:

Cargo

| | |
|--------------------------------|--------------------------------|
| American International Airways | 32 Tokyo charters |
| Emery Worldwide Airlines | 80 Tokyo charters |
| Federal Express Corporation | 20 Tokyo/17 non-Tokyo charters |
| Flagship Express Services | 72 Tokyo charters |
| Northwest Airlines | 4 Tokyo charters |
| World Airways | 32 non-Tokyo charters |

Passenger

| | |
|-------------------------------------|-----------------------|
| America West Airlines | 28 non-Tokyo charters |
| Continental Airlines/Air Micronesia | 30 non-Tokyo charters |
| Hawaiian Airlines | 40 non-Tokyo charters |

Interested parties have seven days to file objections to the tentative decision, with answers due five days afterward.

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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, September 6, 1991

DOT 85-91
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

DOT ANNOUNCES INTERAGENCY GRANTS FOR HOMELESS LIVING IN TRANSIT FACILITIES

Secretary of Transportation Samuel K. Skinner today announced the award of three grants totaling \$1.75 million, a cooperative effort involving five-cabinet departments to provide services for three years to homeless people who congregate in certain transit facilities in New York City, Baltimore and San Francisco.

The transportation department's Urban Mass Transportation Administration will administer the grants and will also assess the effects of the demonstration program on homeless individuals and the transit facilities.

The three projects will demonstrate ways that homeless people can be helped with alternative shelter and housing and other appropriate social services. These will include health, mental health, and substance abuse treatment, employment and training, housing, education, transportation and nutrition services.

"This is a 'win-win' program," Secretary Skinner said. "Homeless people will be better served and transit authorities' security and maintenance burdens will be eased. President Bush has charged us to cut the red tape that keeps those in need from government assistance. This joint program could improve service delivery to our homeless population."

Edward A. Madigan, secretary of the U.S. Department of Agriculture, endorsed the joint efforts "to ensure that those homeless individuals targeted through these grants receive access to social services, including federal nutrition programs and assistance."

The Homeless Outreach Program was developed under the Interagency Council on the Homeless and is funded by the Departments of Housing and Urban Development, Health and Human Services, Labor and Agriculture, as well as Transportation.

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The New York City project will focus on homeless people who congregate at both ends of the Staten Island Ferry, in the Whitehall Terminal in Manhattan and the St. George Terminal in Staten Island. The John Heuss House and Project Hospitality will conduct outreach services that will link homeless people to a broad coalition of public and private service providers. These include the BRC Human Services Corporation, Manhattan Bowery Corporation, Project HELP/Gouverneur Hospital, Volunteers of America-Greater New York, Covenant House, St. Vincent's-North Richmond Community Health Center, Staten Island University Hospital and The Partnership for the Homeless.

The goal in Baltimore is to try to eliminate the need for homeless people to rely on the Howard/Lexington Transit Complex to meet their basic living needs. City agencies working together on the program include the Departments of Social Services, Health, Housing, Police and Employment Development, as well as the Mass Transit Administration. The U.S. Social Security Administration has agreed to support the project and to continue its outreach to Baltimore's homeless, begun in 1988. A homeless outreach team, consisting of four social workers and a benefit worker, will provide the services in the transit complex area.

In San Francisco, the program builds on a pilot project initiated to help homeless people at the TransBay Terminal by the San Francisco Foundation and Travelers Aid-San Francisco. The TransBay Terminal serves six major transit carriers, including Greyhound, an Amtrak shuttle service, and four county bus services.

The San Francisco Department of Public Health will contract with Travelers Aid for the outreach services and will also provide backup support services through two public hospitals and the Homeless Programs Office. More than 20 additional public and community service agencies will be involved. The Mayor's Office of Community Development will commit Community Development Block Grant funds as well.

For further information, call Robert Knisely, Special Assistant to the Secretary, U.S. Department of Transportation, at (202) 366-3784.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Wednesday, September 11, 1991

DOT 86-91
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT GRANTS KLM APPLICATION FOR AMSTERDAM-DETROIT SERVICE

The Department of Transportation today approved the application of KLM Royal Dutch Airlines to fly between Amsterdam and Detroit.

The award was granted under the "Cities" program, a DOT initiative that allows foreign carriers to expand service to more U.S. cities.

In October 1990, the department denied a KLM request for Amsterdam-Detroit service. Under the Cities program, authority can be awarded only if there are no carriers already providing service or if a carrier has firm plans to provide nonstop or one-stop, single-plane service over the route. At that time, Pan American World Airways had firm plans to change its existing one-stop, change-of-plane service to single-plane service. Pan Am no longer has such plans.

The department said KLM's application meets all criteria of the Cities program. The U.S.-Netherlands bilateral aviation agreement provides for open entry, unrestricted capacity, and U.S. rights to operate from any point in the United States to the Netherlands. In addition, KLM is prepared to begin service within 90 days of being granted authority as required by the program. The department also found that KLM meets all other standards and is fully qualified to perform the proposed operations.

The department added that it will monitor KLM's Detroit service to assure the carrier does not rely unduly on traffic to or from third countries, as required under the Cities program.

KLM is also providing service under the Cities program to Amsterdam from Baltimore and Minneapolis-St. Paul. Other foreign carriers operating under the program are Lufthansa German Airlines, which flies between Frankfurt, Germany and Charlotte, N.C.; Ladeco, S.A., which flies between Santiago, Chile and Baltimore; and Swissair, which provides service between Zurich and Philadelphia.

The authority granted to KLM is effective for one year.

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**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE
Wednesday, September 18, 1991

DOT 89-91
Contact: Bill Mosley
Tel.: (202) 366-5571

EVA GRANTED AUTHORITY FOR U.S.-TAIWAN SERVICE

SALT LAKE CITY -- Secretary of Transportation Samuel K. Skinner today announced that EVA Airways, a new airline of Taiwan, has received the department's approval to provide passenger service to the U.S.

"Since 1986, the U.S. and Taiwan have benefitted from a liberal aviation understanding," Skinner said in a speech to the U.S.-Republic of China Economic Council. "EVA's entry and the trade and travel between our countries is primarily due to that liberal aviation relationship. We welcome EVA to the United States."

EVA plans to begin passenger service in 1992 and plans initially to operate Taipei-Guam and Taipei-Honolulu/Los Angeles service. The carrier was also granted authority to serve Seattle, San Francisco, Dallas and New York, to fly beyond the U.S. to Amsterdam, the Netherlands, and to operate charter flights under the department's regulations.

China Airlines is the only carrier of Taiwan currently flying to the U.S. United Airlines, Delta Airlines, Northwest Airlines, Continental Airlines, Federal Express and UPS are the U.S. carriers serving Taiwan.

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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
September 25, 1991

DOT 90-91
Contact: Ed O'Hara
Tel.: (202) 366-5571

DOT TENTATIVELY APPROVES SHIFT OF PAN AM'S EUROPEAN ROUTES TO DELTA

The Department of Transportation today tentatively approved the proposed sale of most of Pan American World Airways' transatlantic routes to Delta Air Lines. However, it deferred action on the transfer of Pan Am's Detroit-London route, saying it needs to obtain further information on that issue.

In a show cause order, the department said it tentatively finds that, except for Detroit-London, the transfer will be in the public interest, noting that it will introduce a strong competitor into the New York-Europe market, provide a cash infusion for Pan American and offer hope for the airline's survival as a viable force in Latin America.

The proposed sale includes all of Pan American's route authority between New York, Frankfurt, and other points in Europe, and authority to serve the Detroit-London and Miami-London markets. Pan Am's Miami-Frankfurt and Miami-Paris routes are not included in the transaction.

The order does not find it necessary to spin off any specific routes in the proposed transfer for consideration in a separate carrier selection proceeding. Northwest Airlines and other parties have argued that Delta should not be allowed to acquire the Detroit-London route.

The department said it found the Detroit-London route "the most troublesome element" in the proposed transaction. It found the present record inadequate to allow DOT to balance the public interest issues the parties have raised. It noted there was not enough evidence on the likely financial and operational results of Delta's assumption of the route, or of Pan American's retaining it.

In discussing the transaction in general, the department said that with the new routes, Delta should be well positioned to

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compete vigorously with American Airlines and United Airlines across the Atlantic, despite its limited presence in London. Delta's acquisition of Pan American's large Frankfurt hub operation will likewise serve as a partial counter to the increased European presence of American and United, the order said.

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News:

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

FOR RELEASE THURSDAY
September 26, 1991

DOT 91-91
Contact: Ed O'Hara
Tel.: (202) 366-5571
(703) 820-7923
GSA contact: Bob Fiser
Tel.: (202) 501-1231

GSA, DOT REACH AGREEMENT ON FAA AIR TRAFFIC COMMUNICATION SYSTEM

The Department of Transportation and the General Services Administration have reached agreement on how the Federal Aviation Administration can develop and acquire a highly reliable, state of the art telecommunications system for air traffic control.

The agreement was announced today by Secretary of Transportation Samuel K. Skinner and GSA Administrator Richard G. Austin.

Secretary Skinner said, "What we have worked out is a win-win agreement that represents a reasonable, good-government solution to the issues involving FAA's procurement of telecommunications services."

Administrator Austin said, "With this agreement, FAA will have all of the benefits of FTS 2000 as well as the ability to obtain those additional services necessary to support its unique mission."

Under a memorandum of understanding between the two agencies, the FAA is free to proceed to acquire a new nationwide air traffic control communications system called LINCS, the Leased Inter-facility National Airspace Communications System. This delegation of authority from GSA is based on the FAA's unique mission which requires a special purpose network for use in protecting air traffic, as well as national security.

Under the agreement, the FAA also commits to convert at least 1,100 intercity circuits to the FTS 2000 system as soon as possible. FAA also agrees to use FTS 2000 services consistent with air traffic control safety and reliability requirements.

FTS 2000 (Federal Telecommunications System 2000) is the federal government's intercity telecommunications network, for which AT&T and Sprint provide services.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, September 30, 1991

DOT 92-91
Contact: Bill Mosley
Tel.: (202) 366-5571

U.S.-MEXICO AVIATION AGREEMENT PROVIDES EXPANDED SERVICE OPPORTUNITIES

A new bilateral aviation agreement between the U.S. and Mexico will provide unprecedented flexibility and increased opportunities for the airlines of both countries, Secretary of Transportation Samuel K. Skinner said today.

The agreement will, for the first time, allow each country to designate a carrier to fly between any U.S. city and any Mexican city, a level of flexibility unique in U.S. international aviation relations. More than one airline from each country may serve a single route if both governments approve. The two governments already have agreed to permit two airlines from each country in a number of city-pair markets. This provision will apply to both passenger and cargo service.

"This agreement represents an important step toward opening the aviation markets on this continent," Skinner said. "To the north, our ongoing talks with Canada aimed at removing the remaining restrictions on air service between our countries are taking these efforts still further. These negotiations strongly support the administration's efforts to create a new North American Free Trade Agreement."

Under the agreement, up to five airlines of each country may operate U.S.-Mexico all-cargo service, up from the present three.

Delegations from each country drafted the agreement at talks held in Washington Sept. 16-19. The agreement is of indefinite duration.

U.S. scheduled airlines currently serving Mexico are Alaska Airlines, American, Amerijet International, Continental, Delta, Federal Express, Northwest, Pan American, United and United Parcel Service. Mexican scheduled carriers serving the U.S. are Aero California, Aeromexico, Mexicana and Taesa.

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