



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, October 1, 1991

DOT 93-91
Contact: Bill Mosley
Tel.: (202) 366-5571

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

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

The department's final decision allocated 260 of the available charters for cargo service and 98 for passenger flights. In addition, a pool of 82 charters, cargo or passenger, was established for distribution on a first-come, first-served basis. A round-trip charter operation would count as two one-way flights.

The department modified its tentative decision of Sept. 5 by awarding three Tokyo cargo charters to United Parcel Service and reducing the charter pool from 85 to 82 flights.

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.

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

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
United Parcel Service Co.	3 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

###



**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE
Thursday, October 3, 1991

DOT 93-91
Contact: Bill Mosley
Tel.: (202) 366-5571

AIRLINE PERFORMANCE SHOWS IMPROVEMENT IN LATEST DOT AIR TRAVEL CONSUMER REPORT

U.S. airlines significantly improved their on-time performance and baggage handling record in August 1991 compared to the previous year while receiving fewer complaints from consumers, the Department of Transportation said today.

The nation's 12 largest carriers posted an on-time performance of 83.3 percent in August, compared to 78.5 percent in August 1990. July 1991's overall on-time percentage was 84.5. In compiling the data, delays caused by mechanical problems are not counted.

The department said mishandled baggage reports for August averaged 5.22 per 1,000 passengers, down from the 6.66 recorded in August 1990 and slightly less than the 5.23 average for July 1991.

Complaints from consumers to DOT totaled 686 in August, down from 735 in August 1990 and 719 in July 1991.

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.

###



U.S. Department of
Transportation

News:

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

FOR RELEASE TUESDAY
October 8, 1991

DOT 95-91
Contact: Fred Farrar
Tel.: (202) 267-3441

FIVE MORE AIRPORTS CHOSEN FOR MILITARY AIRPORT PROGRAM

Five more airports and military fields have been selected to receive funds under the new Military Airport Program, the Department of Transportation announced today.

The newly chosen facilities include Scott Air Force Base, Belleville, Ill.; Albuquerque (N.M.) International Airport; Myrtle Beach, S.C., Airport; Manchester, N.H., Airport; and Agana Naval Air Station and airport on Guam. The Myrtle Beach facility includes an Air Force base that is scheduled to be closed. Albuquerque is co-located with Kirkland Air Force Base. Manchester is a former military base.

This brings to seven the number of airports chosen under the program, which is designed to increase the nation's airport capacity. Stewart International Airport in Newburgh, N.Y., and Ellington Field in Houston were chosen earlier this year to receive funds under the program.

Secretary of Transportation Samuel K. Skinner said, "We think this program can help provide some needed capacity for the aviation system. Using former military facilities should help to reduce airport delays, both in the air and on the ground."

The five airports will receive grants for capital improvements under the Federal Aviation Administration's Airport Improvement Program. Scott AFB will receive \$5 million; Albuquerque \$2.1 million; Myrtle Beach \$2.8 million; Manchester \$2.7 million and the Guam airport \$4.4 million.

The military airport program is paving the way for joint use of military airports by military and civil aircraft and the conversion of former military airports for commercial use.

Some \$27 million was available for the program in fiscal 1991. The program was mandated by Congress in the Aviation Safety and Capacity Expansion Act of 1990. The criteria that airports must meet to qualify for the program were defined in the law.



U.S. Department of
Transportation

News:

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

FOR RELEASE TUESDAY
October 15, 1991

DOT 96-91
Contact: Ed O'Hara
Tel.: (202) 366-5571

NORTHWEST INDIANA COUNTY WILL MOVE FROM CENTRAL TO EASTERN TIME ZONE

The Department of Transportation announced today it has decided to move Starke County, Indiana, from the Central to the Eastern time zone.

Based on comments received at a public hearing and in writing, the department found that the change would serve "the convenience of commerce."

In a final rule, DOT said an overwhelming majority of the representatives of business and financial institutions and the school systems supported the change. Business officials said they are more dependent on counties to the east for customers, supplies and transportation services. The department found that commerce would be better served if Starke County's business, financial and educational institutions were placed on the same time as most of their customers and suppliers.

Starke County, in northwestern Indiana, is adjoined by four counties to the east and south that are in the Eastern time zone, and by three counties to the north and west that are in the Central time zone.

In May 1990, the Starke County Board of Commissioners requested the change after a local referendum in which voters approved a time zone change by a two-to-one margin.

The change will become effective at 2 a.m. Sunday, Oct. 27, 1991, the date when most of the country will shift back to standard time. The 81 Indiana counties in the Eastern time zone do not observe daylight saving time, while the 11 counties on Central time do. The decision to move Starke to Eastern time means it will be exempt from daylight time.

#



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, October 16, 1991

DOT 97-91
Contact: Bill Mosley
Tel.: (202) 366-5571

AIR TRAVEL TIPS FOR CONSUMERS AVAILABLE FROM DOT

Air travelers can obtain advice on avoiding baggage problems and purchasing public charter flights from two new fact sheets issued today by the Department of Transportation.

"Tips on Avoiding Baggage Problems" and "Public Charter Flights" are the latest additions to the "Plane Talk" series of informative fact sheets from DOT's Office of Consumer Affairs. They are released as part of the department's participation in National Consumers Week, Oct. 20-26.

Two earlier issues of "Plane Talk" -- "Frequent Flyer Programs" and "Transporting Live Animals" -- are also available from DOT. Additional fact sheets will be issued periodically.

"Tips on Avoiding Baggage Problems" gives advice on how to pack, check in and claim baggage, and what to do if bags are missing. "Public Charter Flights" describes consumers' rights when purchasing a charter and the restrictions charter operators may impose.

Persons interested in obtaining a free copy of any of the "Plane Talk" fact sheets may write to the Department of Transportation, Consumer Affairs Office, I-25, Washington, D.C. 20590, specifying the fact sheets they want.

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

The "Plane Talk" series is in addition to "Fly-Rights," a brochure offered by the office as a guide to air travelers. The brochure describes the rights of air travelers and provides advice about such subjects as fares, involuntarily denied boardings (bumping) and delayed or cancelled flights. Single copies of "Fly-Rights" are available for \$1.00 from the Consumer Information Center-W, Catalog 146X, P.O. Box 100, Pueblo, Colo. 81002.

-more-



Facts For Air Travelers... From The Consumer Affairs Office



US Department
of Transportation



Tips on Avoiding Baggage Problems

Relatively few bags are damaged or lost. However, your chances of encountering this experience can be reduced even further if you follow the advice set out below.

Packing

Avoid putting the following in checked baggage:

- o Valuables (cash, jewelry). Don't rely on suitcase locks; they are easily defeated.
- o Critical items (medicine, keys, passport, tour vouchers, business papers).
- o Irreplaceable items (manuscript, heirlooms).
- o Fragile items (camera, eyeglasses, glass containers). If these must be checked, wrap them carefully in padding.
- o Perishables.

Carry the above items either:

- o on your person, or
- o in a small bag that you carry on board.

Even if a bag is not lost, it may be delayed for a day or two. It is wise to put items that you will need during the first 24 hours in a carry-on bag (toiletries, one change of underwear).

Don't overpack checked bags. This puts pressure on the latches, making it easier for them to spring open.

Lock your bags. The locks aren't very effective against pilferage, but they make it harder for the bags to spring open accidentally.

Put a tag on the outside of your baggage with your name, home address, and home and work phone numbers. The airlines provide free stick-on tags. Most carriers also have "privacy tags" which conceal this information from passersby.

Put the same information inside each bag, and add an address and telephone number where you can be reached at your destination city.

Carry-on baggage advice:

- o Check with the airline for any limits it has on the size, weight, or number of carry-on bags. (There is no single federal standard.)
- o Inquire about your flight; different airplanes can have different limits.
- o If you are using more than one airline for a trip, check on all of them.
- o A heavy bag which fits in an overhead bin may still cause the bin to exceed its weight limit.
- o Don't assume that the flight has unlimited closet space for garment bags; some may have to be checked.
- o Don't pack anything in a carry-on bag that could be considered a weapon (e.g., scissors, knife).

Check-In

Don't check in at the last minute. Even if you make the flight, your bag may not.

Make sure that you get a claim check for every bag that you check. Don't throw them away until your bags are returned. Not only will you need them if a claim is necessary, but you may need to show them to security upon leaving the baggage-claim area. Don't leave them in the seat-pocket on the airplane.

Verify that the agent checking your bags attaches a destination tag to each one. (Remove tags from previous trips to avoid confusion.) Check to see that these tags show the correct three-letter code for your destination airport.

Know where your bags are checked to. They may be checked only to one of your intermediate stops rather than your final destination if:

- o you must clear Customs short of your final destination, or
- o you are taking a connecting flight involving two airlines which don't have an interline agreement (e.g., Southwest Airlines does not transfer bags to other carriers).

If you have a choice, select flights which minimize the potential for baggage disruption. The likelihood of a bag going astray increases as the following numbers get higher:

- 1) nonstop flights
- 2) through flights (one or more stops, but no change of aircraft)
- 3) online connections (change of aircraft but not airlines)
- 4) interline connections (change of aircraft and airlines)

Buy "excess valuation" from the airline if your property is worth more than the airline's liability limit (usually \$1,250 per passenger for domestic flights, \$640 per bag on international trips).

Your chances of recovery can be improved depending on where and how you bought your airline ticket. Some credit card companies and travel agencies offer optional baggage insurance; some others provide it automatically.

Claiming Your Bags

Many bags look alike. Don't claim yours by appearance; check the bag tag number or the name tag.

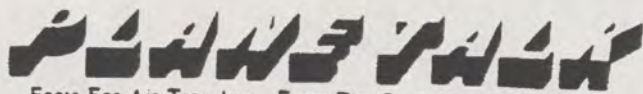
If your bag arrives open, unlocked or visibly damaged, check immediately to see if any of the contents are missing or damaged.

Report any problems to your airline before leaving the airport. Insist that the airline fill out a form and give you a copy, even if they say the bag will be in on the next flight. Get the agent's name and an appropriate telephone number for following up (not Reservations).

It's not unusual for the airline to take your claim checks when you report the problem; simply make sure this is noted on all copies of the report.

Before leaving the airport, ask the airline if they will deliver the bag without charge when it is found. Also ask about an advance or reimbursement for any items you must buy while your bag is missing.

Open your suitcase immediately when you get to where you are staying. Report any damage to contents or pilferage immediately by telephone. Make a note of the date and time of the call, and the name and telephone number of the person you spoke with. Follow up immediately with a certified letter.



Facts For Air Travelers... From The Consumer Affairs Office



US Department
of Transportation



Public Charter Flights

Over the past few years, charter rules have been relaxed to make lower cost air transportation available to more people. "Public Charters" can be purchased from a tour operator, a travel agent, or sometimes directly from the airline.

If your flight has been arranged by a club or other organization for its members it may be what is called an "affinity" charter flight. These charters generally do not carry the consumer protection provisions of Public Charters. Be sure you know what kind of charter flight you are purchasing.

A Public Charter may include only the flights, or it may be sold as a complete package, including hotels, guided tours, and ground transportation. Either way, your rights are spelled out in a contract you have with the tour operator. The operator or your travel agent should give you a contract to sign at the time you purchase your trip. Read it before you pay any money.

The Department of Transportation requires tour operators to disclose certain information in your contract about the restrictions that they impose and also rights that you have under our rules:

You usually pay penalties if you cancel. The closer to departure you cancel, the bigger the penalty. On some charters, if a substitute can go in your place you only lose a \$25 fee.

You can buy trip cancellation insurance. These policies usually provide a refund in case you must cancel due to illness or death in the family. Your travel agent or tour operator can tell you how to buy the insurance and what health conditions it does or doesn't cover. Charter cancellation insurance often won't pay you if you must cancel because of a preexisting condition.

The tour operator or airline can cancel a Public Charter for any reason up until 10 days before departure. Your flight might be canceled if it doesn't sell well or for some other reason. This is a risk you take in return for a low fare. (During the last 10 days before departure, a Public Charter can be canceled only if it is physically impossible to operate it.)

All charter flights and ground arrangements are subject to changes. Signing a contract does not guarantee that prices won't go up or that itineraries won't change. But, if there is a "major change" in your flight or tour, you have the right to cancel and get a penalty-free refund. Major changes include:

- A change in departure or return city (not including a simple change in the order in which cities are visited).
- A change in departure or return date, unless the date change results from a flight delay. (However, a flight delay of more than 48 hours is a major change.)
- A substitution of a hotel that was not named as an alternate hotel in your contract.
- An increase in price, if the total of all increases billed to you is more than 10% of what you originally paid. (No increases are allowed during the last 10 days before departure.)

If your tour operator notifies you of a major change before departure, you get a full refund if you decide to cancel. If you choose not to cancel, the operator is not required to make partial refunds. However, if you don't find out about a change until after your trip has begun, you can reject the changed flight or hotel, make and pay for your own alternative plans, and insist on a refund for the changed component when you get home.

No "open returns" are allowed on round-trip public charters. Be sure you have a specific return date, city, and flight, so you won't be stranded.

The tour operator has to take specific steps to protect your money. The tour operator must have a surety agreement, such as a bond, and must usually have an escrow account at a bank that holds your money until your flight operates. If your money is going into a charter escrow account, the bank will be named in your contract, and the check that is sent to the charter operator should be made payable to that bank. (If you are using a travel agent, it's OK for you to make your check out to that agent; he will make his check payable to the escrow account.) Identify the departure date and destination on the face of the check. If a tour operator goes out of business you should contact the surety company or bank identified in your contract for a refund.

You alone are responsible for knowing if you need a visa and passport for your trip. You can be certain of the visa and passport rules of the countries you plan to visit by calling or writing their embassies in Washington, D.C. or their consulates in some major U.S. cities.

If your luggage gets lost during your tour, there may be a dispute over who is liable. The charter airlines process claims for bags that were lost or damaged while in their possession. If it is not clear where the problem occurred (e.g. between the airport and a hotel), the operator and the airline may both decline liability. To cover yourself, find out if your renter's or homeowner's insurance policy covers losses that happen when you're away from home. You might also ask your travel agent if there's a one-shot baggage insurance policy available to cover baggage problems while you are on your charter trip.

Your charter may be delayed. Last-minute schedule changes and departure delays of several hours are not uncommon on charters. A flight can be delayed up to 48 hours before the charter operator must offer you the option to cancel with a full refund.

Charters and scheduled flights operate independently of each other. If there's a delay on the scheduled flight connecting you to the city where your charter departs, causing you to miss your charter, you lose your flight and money. Charter reservations are only good for one flight. If you miss it for any reason, you're probably out of luck. Check with the tour operator to see if he has another charter flying to your destination.

If your charter is late returning and causes you to miss a scheduled connecting flight back to your home, you have to pay your own expenses while you wait for the next connection. If you have a discount fare on a scheduled connecting flight you could lose it if the returning charter is delayed. Then you, not the airlines or tour operator, have to pay more for a regular non-discount fare.

Your baggage can't be checked through from a scheduled flight to a charter, and vice-versa. You have to claim your baggage and re-check it yourself. When planning a charter, allow plenty of time to check in at the airport from which your charter leaves, or from which you have a connecting flight. On international trips, remember that you may encounter delays in Customs.

You might find seating space for your charter plane to be more crowded than you're used to. The low charter rate depends in part on spreading costs over a large number of people with virtually all of the seats being filled.

If a charter flight hasn't sold out shortly before departure, the operator can sell seats at bargain basement prices to latecomers. Some who have paid the regular price well in advance may object, but should realize that the operator's alternative may be to cancel the flight altogether for economic reasons.

Charter rates are relatively low, but might not be the cheapest fare to your destination. Ask your travel agent to compare fares on scheduled and charter flights for you.

Charters offer nonstop flights for an affordable price. They can be a wise travel investment if you can be flexible in your travel plans. Just be sure you know the conditions for the trip you're buying before you pay for it. Questions? Call us at (202) 366-2220.



U.S. Department of
Transportation

News:

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

FOR RELEASE WEDNESDAY
October 16, 1991

DOT 98-91
Contact: Bill Mosley
Tel.: (202) 366-5571

THOUSANDS USING DOT SERVICES TO AID CONSUMERS

In connection with National Consumers Week, Oct. 20-26, Secretary of Transportation Samuel K. Skinner said today that thousands of consumers are taking advantage of department services that provide information and assistance on transportation-related issues ranging from complaints against the airlines to safety defects in automobiles and boats.

"The Federal Aviation Administration (FAA), the Coast Guard and the National Highway Traffic Safety Administration (NHTSA) all operate toll-free phone lines to help consumers with questions and problems," Secretary Skinner said. "Air travelers also can phone or write to the Department's Consumer Affairs Office when they have service problems with the airlines."

Consumer resources offered by DOT include:

-- The Coast Guard operates a Boating Safety Hotline, which can provide consumers with information on recalls of recreational boats as well as receive reports from owners concerning possible safety defects in their boats. The Hotline operator can answer questions about boating safety matters, and is often able to send callers pamphlets, consumer fact sheets or other written material in response to questions. Hotline service has recently been expanded to accept comments and complaints from boaters on Coast Guard boarding practices. The toll free number is 800-368-5647 (202-267-0780 in the Washington, D.C. area).

-- The Coast Guard also operates two other Hotlines. The Marine Safety "Alert" (800-323-SAFE) takes reports of possible unsafe conditions onboard U.S. merchant vessels. Designed primarily to receive reports from personnel who work on merchant vessels, the Hotline will also accept reports from passengers traveling on U.S. commercial vessels (for example, scuba diving boats, or excursion and sight-seeing vessels.) It operates 24 hours a day, seven days a week. The Oil and Chemical Spill Hotline (800-424-8802) takes reports of oil, gas and hazardous chemical spills that occur anywhere in the United States, either on land or in the water. It operates 24 hours a day. (In the Washington, D.C. area, call 202-267-2100 for either hotline.)

-- The National Highway Traffic Safety Administration operates a toll-free Auto Safety Hotline, which consumers may call 24 hours a day at (800) 424-9393 (202-366-0123 in the Washington, D.C. area) (for the hearing-impaired: 800-424-9153, 202-366-7800) to receive information and materials regarding a variety of safety-related topics, including: new car crash tests, air bag protection, school bus safety, the proper use of child safety seats, fuel economy ratings, insurance discounts and odometer fraud. Consumers may also report auto safety problems and obtain defect and recall information.

-- The FAA consumer Hotline (800-FAA-SURE), celebrating its fifth year, operates in all 50 states and the District of Columbia. Hours of operation are 8:00 a.m. to 4:00 p.m. Eastern Time during regular business days. The FAA can respond only to calls within its purview, such as problems involving carry-on baggage, airport security procedures, low flying aircraft, noise abatement, aircraft airworthiness, child safety seats, or user services provided by the agency.

-- The FAA also operates two other hotlines. The Aviation Safety Hotline (800-255-1111) is intended for those in the aviation industry having specific knowledge of alleged violations of the federal aviation regulations or approved company operating procedures, as well as others having knowledge of an alleged unsafe condition relating to aviation. The identities of callers to the Aviation Safety Hotline are kept confidential, if requested, and are protected from disclosure under the provisions of the Freedom of Information Act. Hours of operation are the same as the FAA Consumer Hotline. In addition, the FAA's Alaska Region recently instituted a toll-free hotline (800-428-SAFE) due to the time difference between Washington, D.C. and Alaska.

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

###

**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

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

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Department of
Transportation
DOT 518





U.S. Department of
Transportation

News:

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

FOR RELEASE TUESDAY
October 22, 1991

DOT 104-91
Contact: Ed O'Hara
Tel.: (202) 366-5571

NATION RETURNS TO STANDARD
TIME ON SUNDAY, OCT. 27

Most of the nation will return to standard time at 2 a.m. Sunday, Oct. 27, and Americans will get an extra hour of daylight in the morning. Clocks will be set back one hour.

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 spring, the country will return to daylight-saving time on Sunday, April 5, 1992.

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.

#



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, October 31, 1991

DOT 106-91
Contact: Chuck Kline
Tel.: (202) 366-5770
Kathy Fiorillo
Tel.: (202) 366-2931

DOT LISTS 32 LAUNCHES IN COMMERCIAL MANIFEST

U.S. companies plan to conduct 32 launches in the next four years, according to the latest commercial launch manifest issued by the Department of Transportation.

The newest launch added to the list is the General Dynamics UHF 2, a U.S. government communications satellite. It will be lifted by an Atlas rocket from the Cape Canaveral Air Force Station in 1993.

The manifest, prepared by DOT's Office of Commercial Space Transportation (OCST), includes planned launches of telecommunications and scientific satellites sponsored by private firms, various governments, and international consortia. The launches are licensed by DOT.

OCST Director Stephanie Myers, said, "The announcement of these launch contracts caps a productive year for the growing U.S. commercial launch industry."

Twenty-two DOT-licensed commercial launches have taken place during the first three years of the industry's existence. Three launches have taken place since the last manifest was issued in July 1991.

Myers also noted that the industry's reputation and visibility had been strengthened with OCST's participation in workshops, panels and conferences in the U.S. and around the world.

-more-

U.S. COMMERCIAL SPACE TRANSPORTATION MANIFEST
(As of October 1991)

PAYLOAD (COUNTRY)/ DESCRIPTION	LAUNCH COMPANY/ VEHICLE	EVENT DATE/ LAUNCH OR LANDING SITE
Eutelsat II (European consort.) Telecommunications satellite	General Dynamics Atlas	11/91 Cape Canaveral
Consort 4 (U.S.) Microgravity--suborbital	EER Systems Corp. Starfire	11/91 White Sands
LEAP-2 (U.S.) Gov't research--suborbital	Orbital Sciences Corp. Aries	12/91 White Sands
INTELSAT-K (Intern'l Consortium) Telecommunications satellite	General Dynamics Atlas	/92 Cape Canaveral
GALAXY 1R (U.S.) Telecommunications satellite	General Dynamics Atlas	/92 Cape Canaveral
GALAXY V (U.S.) Telecommunications satellite	General Dynamics Atlas	1/92 Cape Canaveral
LEAP-3 Gov't research--suborbital	Orbital Sciences Corp. Aries	1/92 White Sands
SPFE-6 DEMO (U.S.) Gov't research--suborbital	Orbital Sciences Corp. Castor/Orbus	/92 Wake Island
Palapa B-4 Telecommunications satellite	McDonnell Douglas Delta	4/92 Cape Canaveral
Joust 2 (U.S.) Microgravity--suborbital	Orbital Sciences Corp. Prospector	5/92 Cape Canaveral
UHF 1 (U.S.) Gov't communications satellite	General Dynamics Atlas	5/92 Cape Canaveral
LEAP-4 (U.S.) Gov't research--suborbital	Orbital Sciences Corp. Aries	7/92 White Sands
TASR 1 (U.S.) Gov't research--suborbital	Orbital Sciences Corp. Talons/Sounding Rocket	/92 Kwajalein Island
TASR 2 (U.S.) Gov't research--suborbital	Orbital Sciences Corp. Talons/Sounding Rocket	/92 Kwajalein Island

-more-

COMET 1 LAUNCH (U.S.) Reentry vehicle	EER Systems Corp. Conestoga	9/92 Wallops Island
SPFE-6 (U.S.) Gov't research--suborbital	Orbital Sciences Castor/Orbus	/92 Wake Island
COMET 1 REENTRY (U.S.) Microgravity	Space Industries, Inc. COMET	10/92 UTTR
GE SATCOM C-3 (U.S.) Telecommunications satellite	McDonnell Douglas Delta	11/92 Cape Canaveral
INTELSAT VII Flt#2 (Int'l Consortium) Telecommunications satellite	General Dynamics Atlas IIAS	/93 Cape Canaveral
INTELSAT VII Flt#3 (Int'l Consortium) Telecommunications satellite	General Dynamics Atlas IIAS	/93 Cape Canaveral
TELSTAR 401 (U.S.) Telecommunications satellite	General Dynamics Atlas IIAS	/93 Cape Canaveral
UHF 2 (U.S.) Gov't communications satellite	General Dynamics Atlas	/93 Cape Canaveral
SEASTAR (U.S.) Remote sensing	Orbital Sciences Corp. Pegasus	8/93 Vandenberg
NATO IVB Telecommunications satellite	McDonnell Douglas Delta	12/93 Cape Canaveral
SAX (Italy) Scientific satellite	General Dynamics Atlas	/94 Cape Canaveral
TELSTAR 402 (U.S.) Telecommunications satellite	General Dynamics Atlas IIAS	/94 Cape Canaveral
ORION 1 (U.S.) Telecommunications satellite	General Dynamics Atlas	/94 Cape Canaveral
COMET 2 LAUNCH (U.S.) Reentry vehicle	EER Systems Corp. Conestoga	8/94 Wallops Island
COMET 2 REENTRY Microgravity	Space Industries, Inc. COMET	9/94 UTTR
ORION 2 (U.S.) Telecommunications satellite	General Dynamics Atlas IIA	/95 Cape Canaveral
COMET 3 LAUNCH (U.S.) Reentry vehicle	EER Systems Corp. Conestoga	6/95 Wallops Island
COMET 3 REENTRY Microgravity	Space Industries, Inc. COMET	7/95 UTTR

#####



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, November 6, 1991

DOT 108-91
Contact: Bill Mosley
Tel.: (202) 366-5571

AIRLINES POST FEWEST FLIGHT DELAYS, MISHANDLED BAGS IN SEPTEMBER

The nation's largest airlines posted their best marks in September for on-time arrivals and baggage handling since the Department of Transportation began collecting such data four years ago.

The department's monthly Air Travel Consumer Report shows an 87.9 percent on-time mark in September and a mishandled baggage rate of 4.34 per 1,000 passengers for the 12 largest U.S. carriers. Previously, the best on-time record was the 85.6 percent mark set in September 1988 and the top baggage handling performance was the 5.04 per 1,000 record reached last June. The department began collecting on-time arrival and baggage data in September 1987.

The September on-time performance topped August's 83.3 percent showing while baggage handling reports were well below the August average of 5.22 per 1,000 passengers. In compiling the data, flight delays caused by mechanical delays are not counted.

Complaints from consumers to DOT also declined in September, dropping to 569 from the August mark of 686 and September 1990's 792. Complaints for the first nine months of 1991 totaled 6,021, down more than 20 percent from the 7,555 complaints registered in the same period 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.

###



**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE
Friday, November 8, 1991

DOT 109-91
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

DOT SCHEDULES NOV. 18 MEETING ON ALCOHOL BREATH TEST DEVICES

The Department of Transportation, directed by Congress to issue alcohol testing rules, has scheduled a public meeting on Monday, Nov. 18, to obtain information on alcohol breath test devices.

The meeting will begin at 9:30 a.m. in Room 10234 of the DOT headquarters, 400 7th St. S.W., Washington, D.C.

Concerned about the integrity of breath tests in various situations, DOT seeks information from manufacturers and the public on the capabilities of breath testing devices, particularly on the verification of the identity of individuals tested and the validity of the test results.

The notice of the meeting was published in today's Federal Register.

#####



**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE
Wednesday, November 13, 1991

DOT 112-91
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

NEW STUDY SAYS HIGH-SPEED INTERCITY TRAINS FEASIBLE

A new study of intercity passenger transportation concludes that trains capable of speeds up to 200 mph are technologically feasible and could operate safely to relieve airport and highway congestion.

The study, sponsored by the Department of Transportation, strongly recommends that planners consider all forms of transportation, including high-speed rail, in order to evaluate the best alternatives for future transportation systems. It also suggests the possibility of tapping the Airport and Airway and Highway Trust Funds to support such systems where they would benefit air and highway travelers.

Secretary of Transportation Samuel K. Skinner stated, "This study was one of the first initiatives launched under our National Transportation Policy (NTP) and I am pleased that it contains such a comprehensive and multimodal perspective. The NTP also urged flexibility in the use of transportation funds to permit investment in alternative modes of transportation that offer the most cost-effective solutions.

"The Congress is now considering legislation that would provide such flexibility with respect to the Highway Trust Fund. We must ensure, however, that funds are used in the most prudent manner and the flexibility is fair to those who pay the fees," he said.

He commended the Transportation Research Board (TRB), which conducted the study, and said, "The study emphasizes maintenance of the transportation infrastructure, intermodal flexibility, environmental preservation and public-private cooperation. The findings and recommendations will be reviewed carefully to help us define innovative policy as we shape new programs and legislative proposals in the coming years."

-more-

The study concludes that:

- o High-speed ground transportation systems could be a safe alternative to planes and highway vehicles in heavily used corridors where travel demand is increasing and expansion of existing facilities is impractical.
- o A number of high-speed rail technologies are now available that can operate safely at speeds up to 200 mph, and systems currently under development will be able to exceed this speed.
- o Higher speeds, however, come with additional cost and energy penalties.
- o It is unlikely that any new high-speed rail system in a major corridor would cover its capital and operating costs from farebox revenues.
- o Neither a categorical nor an intermodal fund currently exists at the national level or in most states to fund high-speed rail implementation.

A new approach to transportation decision-making is needed, according to the study, to support the evaluation and planning of high-speed rail systems in the U.S. The study recommends that the Department of Transportation and the states develop the capability to evaluate high-speed rail systems in the context of alternative modal investments, in order to reach decisions on the most cost-effective way to serve the market.

The TRB is a unit of the National Research Council, which is part of the National Academies of Sciences and Engineering.

For further information, or to obtain a copy of the report, entitled, "In Pursuit of Speed: New Options for Intercity Passenger Transport," call the TRB's Office of News and Public Information at (202) 334-3255.

#####

**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

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

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Department of
Transportation
DOT 518





U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, November 14, 1991

DOT 113-91
Contact: Hal Paris
Tel.: (202) 366-5571

PAN AM 103 BOMBING CAUSED BASIC CHANGES IN AVIATION SECURITY

The bombing of Pan American Airlines Flight 103 over Lockerbie, Scotland, three years ago triggered a total reevaluation of aviation security and resulted in a substantially redesigned and improved system, according to the Department of Transportation.

In the months following the terrorist act, Secretary of Transportation Samuel K. Skinner and the Federal Aviation Administration (FAA) took a series of actions designed to prevent a recurrence of the Dec. 21, 1988, disaster.

When the President's Commission on Aviation Security and Terrorism issued its report in May 1990, the department also acted quickly to implement most of the commission's recommendations.

In November 1990, Congress enacted the most comprehensive aviation security law in recent years. The department placed the highest priority on implementing the provisions of the statute that had not already been carried out.

Secretary Skinner said, "We have already implemented 28 actions required by the law and have made substantial progress on 18 other actions which are scheduled to be completed in the next two years."

Since the law was passed, federal security managers have been placed at 18 of the nation's major airports, and FAA has adopted more stringent requirements for the employment, training and performance of airline and airport security workers. The FAA also has required foreign air carriers operating in the U.S. to provide improved security.

Skinner said that in the past three years, "We have changed the way we do business in aviation security." Some examples of the changes include:

(more)

The FAA has an expanded and improved security organization with new leadership and an invigorated staff. Aviation security staffing has increased from 485 in December 1988 to 825 currently with a goal of approximately 1,000 by the fall of 1992. These figures include significant increases in the number of domestic and international security inspectors.

The DOT Office of Intelligence and Security, which reports directly to the secretary, was founded in 1990 and works closely with the national intelligence community and the FAA. The office has developed procedures used to notify the public of certain domestic and overseas threats against aviation and other modes of transportation.

A rule requiring criminal history record checks on airline and airport security workers is in process.

FAA and FBI security experts have completed the first phase of an assessment of security at domestic airports. The review will be completed in the fall of 1992.

In the area of security research and development, the department has issued a protocol for testing bulk explosives detection systems (EDS) and is close to issuing a standard for EDS certification.

In addition to the federal security managers assigned to 18 major U.S. airports, FAA, with the cooperation of the Department of State, has placed 14 civil aviation security liaison officers at embassies overseas. Four more liaison officers will be assigned in the next year.

Secretary Skinner also has urged the Senate to approve the Montreal Protocols that would allow families of victims in international aviation accidents, including those caused by terrorist acts, to get prompt recovery of all damages to which they are entitled.

Attached is a chronology of DOT and FAA actions taken to improve security in the last three years.

#

FAA/DOT Security Actions
Since the Bombing of PanAm Flight 103

- 12/29/88 FAA announced a series of security actions designed to prevent any recurrence of the Dec. 21 bombing of Pan American Airlines Flight 103. These included requirements that U.S. airlines in Western Europe and the Mideast X-ray or physically search all checked baggage, conduct additional random checks of passengers baggage and achieve a positive match of passengers and luggage to keep unaccompanied bags off airplanes.
- 1/08/89 FAA published a rule in the Federal Register requiring airports to install computer controlled access systems, or similar systems, to limit unauthorized entry into secure areas.
- 2/15 Secretary Skinner led a U.S. delegation to a special International Civil Aviation Organization (ICAO) session in Montreal on aviation security. The meeting was called at the request of the U.S. and Great Britain to discuss more stringent international security standards for passengers, baggage and cargo.
- 3/06 FAA announced proposed fines totalling \$1 million against 26 airlines for failure to detect test objects during FAA checks of airport screening points.
- 3/14 FAA announced a final rule requiring foreign airlines serving the U.S. to submit security plans to the agency for review and acceptance.
- 3/15 FAA announced a new policy of stringent fines for persons who try to carry guns past airport screening points.
- 4/03 Following a meeting with families of the PanAm Flight 103 bombing victims, Secretary Skinner detailed a series of immediate and planned FAA actions designed to further enhance aviation security. These included improvements in the FAA Security Bulletin system, rule making to require explosive detection equipment as part of U.S. airline security programs, and expansion of the FAA's security inspection force.
- 4/21 Secretary Skinner met with transportation officials in a half dozen European countries to discuss enhancing International Security.

- 6/01 FAA began deploying additional security specialists on a temporary basis at overseas locations as the first step in a program to increase permanently FAA's security in Europe and the Middle East.
- 6/08 FAA announced proposed civil penalties totaling \$1.2 million against 28 airlines for failing FAA security checks at airport screening points.
- 6/22 FAA announced that it had amended U.S. airline security programs to require more stringent screening of portable electronic devices -- radios, cassette players and laptop computers -- on flights operating from Europe and the Mideast to the United States.
- 7/10 FAA published a proposed rule that would require U.S. airlines to install automated explosive detection systems (EDS) for screening checked luggage on international flights here and abroad.
- 7/10 FAA moved to strengthen its system for issuing security information to airlines by issuing a final rule requiring mandatory compliance with prescribed countermeasures and making disclosure of information in security alerts a violation subject to penalty.
- 8/14 The first of six FAA-funded Thermal Neutron Analysis (TNA) explosive detection systems was delivered to the TWA international terminal at New York's JFK Airport to begin operational testing. The other five are scheduled for delivery by the end of the year to such locations as Miami and London's Gatwick Airport.
- 9/05 FAA published a final rule giving the agency authority to require airlines to install explosive detection equipment to screen checked baggage at all domestic and foreign airports handling U.S. international flights. Some 40 airports were targeted for initial implementation.
- 9/15 FAA proposed civil penalties totaling over \$1.2 million against 27 airlines for failure to detect test objects during FAA checks of airport screening points.

- 9/20 FAA proposed civil penalties totaling \$630,000 against Pan American for alleged security violations at the Heathrow and Frankfurt airports. The alleged violations were discovered during an FAA inspection following the crash of PanAm Flight 103 at Lockerbie, Scotland, on Dec. 21, 1988.
- 10/20 First meeting of the FAA-chartered Aviation Security Advisory Committee was held in the agency's Washington headquarters. Discussions focused on improving aviation's defenses against terrorist attacks.
- 1/19/90 FAA participated in an effort by ICAO to develop a draft treaty on taggants that can be added to explosives to make them detectable by existing gas analysis techniques.
- 2/9 Installation of the second TNA device began at the PanAm terminal at Miami International Airport.
- 3/6 The Air Transport Association presented the FAA with a proposal to improve the selection and training of security screening employees. The FAA welcomed the proposal and said it would require all airlines to adopt the new standards.
- 3/14 As a follow-up to his April 1989 trip, Secretary Skinner again went to Europe to discuss international security issues with transportation officials there.
- 3/28 FAA and the British Airport Authority signed an agreement to permit the installation of a TNA device at London's Gatwick Airport for use by U.S. carriers.
- 4/8 FAA completed hiring for a 63 percent increase in the staff of the Intelligence Division in the Civil Aviation Security Office to improve its effectiveness and the quality of its intelligence analyses and threat assessments.
- 6/14 Secretary Skinner, responding to a recommendation by the President's Commission on Aviation Security and Terrorism, created the departmental Office of Intelligence and Security and named Coast Guard Vice Adm. Clyde E. Robbins as its first director.
- 6/14 In a parallel move, FAA Administrator Busey created the position of Assistant Administrator for Civil Aviation Security and named O. K. Steele, a retired Marine Corps general, to the post. Also created was the position of Director for Security Research and Development.

- 6/22 The FAA issued a proposed rule that would require the replacement of X-ray machines made before July 22, 1985 with more up-to-date models. It also would require foreign airlines that land and takeoff in the United States to use X-ray machines that meet accepted standards to screen carry-on luggage.
- 8/25 The agency completed arrangements to send 27 FAA security specialists to Europe and the Middle East to monitor U.S. airline compliance with FAA security requirements while overseas. Meanwhile, it is working on arrangements to send another 27 to the Far East and Latin America.
- 9/1 The FAA upgraded the performance standards for the metal detectors used to screen passengers for firearms and other weapons.
- 10/31 Installation of another TNA at Dulles Intl. Airport in Virginia.
- 12/1 The FAA begun an expedited effort to put into effect the measures specified in the Aviation Security Improvement Act of 1990. These included new regulations requiring improved security measures by foreign airlines flying into this country and that airlines inform their flight and cabin crew members of threats to their aircraft, the stationing of federal security managers at major airports, and the posting of security coordinators to foreign countries.
- 1/17/91 The agency, in response to the outbreak of hostilities in the Persian Gulf area, raised the level of airport and air line security to the highest point ever. The additional precautions included increasing the number of law enforcement officers at airports, allowing only ticketed passengers past the screening point, prohibiting curbside checking of luggage, and towing cars and trucks parked within 100 feet of an airport terminal.
- 6/11 The FAA issued a rule requiring airlines to notify aircrew members when there is a specific and credible security threat to their flight.
- 6/21 The FAA adopted a regulation requiring foreign airlines operating into or out of the United States to provide a level of security similar to that of U.S. carriers.
- 8/15 The FAA imposed stiffer hiring, training, and performance standards for airline and airport security personnel. They include educational requirements as well as the ability to read, write, and speak English, visual and aural acuity, good color perception, and physical dexterity.
- 9/23 The FAA issued a rule eliminating a "grandfather clause" which had permitted approximately 116 older x-ray screening systems to operate at airport checkpoints without meeting current standards for clarity of image detail.

10/1

Federal Security Managers go on duty at 18 major airports to coordinate security measures. The FAA also has 11 security liaison officers now on duty overseas.

#####

As

of

(11/4/91)



**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE
Friday, November 15, 1991

DOT 114-91
Contact: Dr. Peter Suazo
Tel.: (202) 366-9369

DOT AND HACU SIGN MEMORANDUM OF UNDERSTANDING

A partnership between the Department of Transportation and the Hispanic Association of Colleges and Universities (HACU) was established today when Transportation Secretary Samuel K. Skinner and Acting HACU President Cesar M. Trimble signed a Memorandum of Understanding (MOU).

The MOU will provide DOT and the HACU with mutually beneficial opportunities, particularly as they apply to the recruitment and hiring of Hispanics into the DOT work force, and to increased educational opportunities for Hispanic students in institutions of higher learning.

The partnership will provide cooperative programs and services by making use of the scientific and technical resources available at DOT and the association.

HACU is a national association representing the nonprofit, accredited colleges and universities in the United States where Hispanic students constitute at least 25 percent of the total student enrollment.

Its goal is to establish partnerships for promoting development of Hispanic-serving colleges and universities; improving access to and the quality of post-secondary educational opportunities for Hispanic students; and meeting the needs of business, industry and government by developing a program to share resources, information and expertise.

HACU has identified 115 regionally accredited nonprofit Hispanic-serving institutions that meet the minimum 25 percent Hispanic student enrollment criterion for institutional membership. They are located in nine states and Puerto Rico, and enroll approximately 45 percent of all the Hispanic college students in the United States.

##



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, November 21, 1991

DOT 116-91
Contact: Bill Mosley
Tel.: (202) 366-5571

U.S., MEXICO SIGN COMMERCIAL DRIVER'S LICENSE, AVIATION AGREEMENTS

U.S. Secretary of Transportation Samuel K. Skinner and his Mexican counterpart, Andres Caso Lombardo, today signed agreements to enhance truck and bus safety and provide for expanded aviation opportunities between the two nations.

Today's memorandum of understanding (MOU) establishes mutual recognition of each country's commercial driver's license and will ensure that drivers of trucks and buses from both countries have comparable safety and operating skills. Skinner said the agreement "is expected to produce cost-saving benefits for the private sector and state licensing authorities. State authorities who issue U.S. commercial driver's licenses have been working with us on this effort."

Under the terms of the MOU, all drivers of commercial motor vehicles will have to pass comparable knowledge and skills tests in order to obtain a commercial driver's license. There will also be an exchange of information regarding license revocations and suspensions. It is anticipated that the Mexican CDL program will be fully operational by April 1, 1992, which is the deadline date for U.S. drivers to obtain commercial driver's licenses.

"The positive impact of this MOU will be widespread," Skinner said. "Eighty percent of our mutual trade with Mexico is conducted by motor carriers, and two-way trade already exceeds \$50 billion and is expected to reach \$100 billion by the end of the decade. When a North American Free Trade Agreement is signed the implications could be even greater."

The two secretaries also signed a new bilateral aviation agreement, drafted last September, which will provide increased flexibility and opportunities for the airlines of both countries. 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.

The agreement also calls for up to five airlines from each country to operate U.S.-Mexico all-cargo service, up from the present three.

###



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, December 4, 1991

DOT 118-91
Contact: Bill Mosley
Tel.: (202) 366-5571

"DEFENSIVE FLYING" TIPS AVAILABLE FROM DOT

Air travelers can reduce their chances of encountering problems when flying by following the advice offered in a new fact sheet from the Department of Transportation.

"Tips for Defensive Flying" is the latest addition to the "Plane Talk" series of informative fact sheets from DOT's Office of Consumer Affairs.

The fact sheet includes tips on how to avoid delays, missed connections, ticketing problems and what to do when "bumped" from a flight. The fact sheet also gives advice on how to prevent lost or misrouted baggage and what to do if baggage problems arise.

Other issues of "Plane Talk" available from DOT are "Frequent Flyer Programs," "Transporting Live Animals," "Tips on Avoiding Baggage Problems" and "Public Charter Flights." Additional fact sheets will be issued periodically.

Persons interested in obtaining a free copy of any of the "Plane Talk" fact sheets may write to the Department of Transportation, Consumer Affairs Office, I-25, Washington, D.C. 20590, specifying the fact sheets they want.

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

The "Plane Talk" series is in addition to "Fly-Rights," a brochure offered by the office as a guide to air travelers. The brochure describes the rights of air travelers and provides advice about such subjects as fares, bumping and delayed or cancelled flights. Single copies of "Fly-Rights" are available for \$1.00 from the Consumer Information Center-W, Catalog 146-X, P O. Box 100, Pueblo, Colo. 81002.

-more-



Facts For Air Travelers... From The Consumer Affairs Office



U.S. Department
of Transportation



Tips for 'Defensive Flying'

Most airline trips are uneventful. However, you can take steps to reduce even further your chances of encountering problems. Here is some advice for "defensive flying."

- When selecting a flight, remember that a departure early in the day is less likely to be delayed than a later flight, due to "ripple" effects throughout the day. If you book the *last* flight of the day, you could get stuck overnight.
- If you have a choice between two connections and the fares and service are equivalent, choose the one with the less-congested connecting airport. This reduces the risk of misconnecting.
- Consider paying by credit card, which provides certain protections under Federal credit regulations. For example, in all recent airline bankruptcies passengers who had charged their fare and were not provided service were able to have their credit card company credit their account for the amount of the fare.
- If possible, pick up your ticket from a travel agency or from one of the airline's airport or city ticket offices. Airline procedures for replacing a ticket that you claim was lost in the mail can be inconvenient. Safeguard your ticket after you receive it; it is an accountable document and has value, much like cash.
- As soon as you receive your ticket, check to make sure all of the information on it is correct, including your name. Have any necessary corrections made immediately.
- Bring a photo I.D. when you fly. Many carriers are requesting such identification at check-in, both for security purposes and in an attempt to cut down on the re-selling of discount tickets. (This is why it is important for your name on your ticket to be correct.)
- Keep checking your fare after you buy your ticket. Fares change all the time and if that *same* fare goes down before you fly, the airline will often refund the difference. But you have to ask.
- Call a day or two before your flight to reconfirm your reservation. Flight schedules sometimes change, and while airlines usually call to notify you if this happens, it's wise to double-check.

-more-

- Check in early. Airlines rescind specific advance seat assignments 30 minutes before scheduled departure, even if you already have your boarding pass. You can lose your entire reservation if you haven't checked in 10 minutes before scheduled departure time on a domestic flight (longer on international flights). Allow time for traffic and parking problems. If a flight is oversold, the last passengers to check in are the first to be bumped, even if they have met the 10-minute deadline.
- Check your ticket immediately after checking in for each flight on your trip. Airline agents accidentally lift two coupons instead of one on occasion.
- If you are "bumped" because your flight is overbooked, read the Overbooking Notice in your ticket, then ask for a copy of the rules mentioned in that notice. This information applies to oversales, where your flight operates and leaves you behind; it does *not* apply to canceled or delayed flights.
- Before agreeing to accept a travel voucher as compensation for being bumped, ask about restrictions. For example, with some vouchers you can't make a reservation until a few days before you want to fly.
- Put a tag on the outside of your baggage with your name, home address, and home and work phone numbers. The airlines provide free stick-on tags. Most carriers also have "privacy tags" which conceal this information from passersby.
- Put the same information inside each bag, and add an address and telephone number where you can be reached at your destination city.
- Verify that the agent checking your bags attaches a destination tag to each one. Check to see that these tags show the three-letter code for your destination airport. Remove tags from previous trips to avoid confusion.
- If your bag arrives open or unlocked, check immediately to see if any of the contents are missing or damaged.
- Report any baggage problems to your airline *before leaving the airport*. Insist that the airline fill out a form and give you a copy, even if they say the bag will be in on the next flight. Before leaving the airport, ask the airline if they will deliver the bag without charge when it is found.
- Open your suitcase immediately when you get to your destination. Report any damage to contents or pilferage by telephone right away. Make a note of the date and time of the call, and the name and telephone number of the person you spoke with.



**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE
Thursday, December 5, 1991

DOT 121-91
Contact: Bill Mosley
Tel.: (202) 366-5571

AIR TRAVEL REPORT SHOWS AIRLINES POST GOOD MARKS IN OCTOBER

The nation's largest airlines posted impressive on-time arrival, baggage handling and consumer complaint marks in October that showed strong improvement over last year.

The Department of Transportation's monthly Air Travel Consumer Report noted that the 12 largest carriers had an on-time arrival rate of 83.4 percent, up from the 82.4 percent mark of October 1990 but down slightly from September's record of 87.9 percent, the best average since the department began collecting arrival data in September 1987. In compiling the data, flight delays caused by mechanical problems are not counted.

Reports of mishandled baggage averaged 4.53 per 1,000 passengers, bettered only by September's 4.34 mark in the four years the department has collected the data and far below October 1990's average of 5.77.

Complaints from consumers to the department declined for the fourth consecutive month, with 566 registered in October compared to 569 in September and well below October 1990's total of 801.

The rate of involuntary denied boardings, or passengers bumped, for the first nine months of 1991 was 1.14 per 10,000 passengers, a decline from the 1.62 rate recorded in the January-September 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 Volpe National Transportation Systems Center in Cambridge, Mass.

###



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, December 17, 1991

DOT 122-91
Contact: Sam Vass
Tel.: (202) 366-2009

DOT'S INSPECTOR GENERAL SEMIANNUAL REPORT SHOWS RECOMMENDED SAVINGS OF \$796 MILLION

A semiannual report of the Department of Transportation's Office of Inspector General (OIG) shows recommended savings totaling \$796 million, management commitments to save \$259.9 million, and fines, restitutions, recoveries and cost avoidances totaling \$6.5 million.

The six-month report for the period ending Sept. 30, 1991, shows that the OIG issued or processed 844 audit reports. These reports recommended savings totaling \$796 million which includes \$717.1 million of funds to be put to better use, identified unsupported costs of \$4.7 million, and questioned costs of \$74.2 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 \$45.5 million and to more effectively use resources valued at \$214.4 million, for projected savings of \$259.9 million.

Investigations completed by the OIG resulted in 43 indictments; 39 convictions; and \$6.5 million in fines, court-ordered restitutions, administrative recoveries and cost avoidances, as well as suspensions and debarments.

The report includes a special assessment of a nationwide computer data match of Federal Aviation Administration (FAA) certified medical records with the Federal Bureau of Investigation criminal history records. This match was undertaken to identify, investigate, and seek prosecution of FAA certificated pilots who, in violation of federal regulations, had not acknowledged alcohol- or drug-related convictions when applying for an Airman Medical Certificate. To date a total of 138 pilots have been indicted, with 101 convicted. Also highlighted are investigations of the sale of substandard jet engine parts and falsified maintenance records, and the sale and distribution of counterfeit and substandard fasteners used throughout the transportation industry.

###



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, December 18, 1991

DOT 123-91
Contact: Bill Mosley
Tel.: (202) 366-5571

SURFACE TRANSPORTATION BILL SIGNED BY PRESIDENT BUSH

President Bush today signed the Intermodal Surface Transportation Efficiency Act of 1991, hailing it as "the most important transportation bill since President Eisenhower started the Interstate system 35 years ago.

"It will build roads, fix bridges, improve mass transit and create new jobs -- keeping our traffic on the move and our economy on the mend," the president said.

"This bill will not only create jobs, it will reduce congestion and help maintain mobility," said former Secretary of Transportation Samuel K. Skinner, who now serves as Bush's chief of staff.

The president signed the bill in a ceremony marking the event at state highway 360 near Dallas-Fort Worth International Airport. The legislation will provide additional funds needed to complete an 11-mile segment of the highway, which will be part of the network of surface transportation facilities serving the airport and surrounding areas. It will also connect Grapevine and Arlington-Grand Prairie. The \$30 million construction project will support 150 jobs. The act will support nearly 41,000 jobs throughout Texas in fiscal year 1992.

"As directed by the president, we are expediting the release of surface transportation funds to support construction jobs and stimulate the economy as well as to renew our investment in the nation's transportation system," said James B. Busey, the acting secretary of transportation.

The \$151 billion legislation, which renews the nation's highway, mass transit and highway safety programs for six years, is expected to support more than 600,000 construction-related jobs in fiscal year 1992 and provide continued support for jobs in the highway and construction industries over the life of the legislation. Over the next six years, more than \$117 billion in federal funds would be available for highway projects.

The act also establishes the National Highway System, a 155,000-mile network consisting of the Interstate system and other highways of national significance, which will be the target of focused federal investment. It also gives state and local governments greater flexibility to use federal transportation dollars for highways or transit.

-more-

"This legislation advances the goals of the president's National Transportation Policy," Skinner said. "It will help maintain and expand the nation's transportation system, foster a sound financial base for transportation, keep the industry strong and competitive, promote safety, protect the environment and improve our quality of life."

Other major features of the act include:

o Greater investment in research and technology — Increased funding through public/private partnerships for advanced highway and vehicle technology will reduce congestion and improve safety.

o Improved management and planning systems — The act will institute management systems to improve accountability and optimize investment. In addition, a much stronger planning process at local, regional and statewide levels will more effectively incorporate environmental concerns.

o Privatization and tolls — An innovative provision, part of the administration's original proposal, will allow states to combine up to 50 percent federal aid with toll financing, including privately developed toll roads.

Current federal-aid highway programs will be restructured into three major programs: the National Highway System, the Surface Transportation Program and the Bridge Program. Spending on the National Highway System is expected to average \$9.8 billion yearly — enough to accommodate increasing traffic without deterioration in the system's physical condition or ability to move traffic. These programs will be administered by the transportation department's Federal Highway Administration.

Funding is provided for the mass transit program, to be administered by DOT's Urban Mass Transportation Administration (which the new law renames the Federal Transit Administration), with an increasing percentage from the mass transit account of the Highway Trust Fund. The cap on operating subsidies will be continued, and rail modernization funds will be allocated by formula. It will also expand the government's transit research and development partnership with state and local governments.

The act also will promote highway safety by providing incentives for states to enact laws requiring seat belt and motorcycle helmet use and revoking the licenses of drunken drivers. It will continue the successful program of providing federal grants to states and communities for safety programs. Highway safety programs will be carried out by DOT's National Highway Traffic Safety Administration.

###

**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

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

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Department of
Transportation
DOT 518

