



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, January 4, 1993

DOT 01-93
Contact: Chuck Kline
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DOT LICENSES FIRST COMMERCIAL PEGASUS ROCKET LAUNCH

The Department of Transportation's Office of Commercial Space Transportation announced today that it has issued a license to Orbital Sciences Corporation, authorizing the first commercial flight of its unique Pegasus rocket.

The three-stage rocket, approximately 50 feet long and mounted under the wing of a B-52 aircraft, will be flown to an altitude of 40,000 feet, northwest of Cape Canaveral Air Force Station. Once dropped from the wing, the rocket motors will ignite, boosting the payload into its orbit.

The rocket will carry two payloads: BRAZIL SCD-1, a communications satellite which will gather environmental data for the Brazilian Space Agency, and ORBCOMM OXP, an experimental communications satellite owned by Orbital Sciences Corporation. The launch is scheduled for Jan. 7.

DOT has now issued 24 launch licenses since 1984, when it first began regulating the U.S. private space transportation industry. The Pegasus mission will be the 32nd DOT-licensed commercial launch to take place.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Tuesday, January 5, 1993

DOT 02-93

Contact: Bill Mosley

Tel.: (202) 366-5571

**AIRLINE COMPLAINTS DROP TO RECORD
LOW IN NOVEMBER, DOT REPORTS**

Consumer complaints about airline service filed with the government dropped in November to their lowest level in the nearly 23 years these figures have been published, the Department of Transportation said today.

However, the department's monthly Air Travel Consumer Report also shows an increase in flight delays and mishandled bags in November over the previous month.

Consumers registered 397 complaints with the department in November, compared to 462 in October and 468 in November 1991. Previously, the lowest complaint total was May 1970's record of 416.

The 10 largest U.S. airlines posted an 82.7 percent on-time arrival mark in November, down from October's 85.8 percent but identical to November 1991's 82.7 percent. In compiling the data, delays caused by mechanical problems are not counted.

The airlines compiled a mishandled baggage rate of 5.60 per 1,000 passengers in November, up from October's 5.13.

U.S. airlines bumped 14,367 passengers in the July-September period, a rate of 1.12 involuntary denied boardings per 10,000 passengers. This represents a slight decrease from the 1.13 rate for the third quarter of 1991 but a significant jump from the 0.75 rate for the second quarter of this 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 are available from DOT's Volpe National Transportation Systems Center, Kendall Square, Cambridge, Mass. 02142.

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U.S. Department of
Transportation

News:

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

FOR RELEASE THURSDAY
January 7, 1993

DOT 03-93
Contact: Ed O'Hara
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DOT APPROVES AIR CANADA/AIR PARTNERS INVESTMENT IN CONTINENTAL AIRLINES

The U.S. Department of Transportation has approved a proposed \$450 million investment by Air Canada and Air Partners of Dallas, Texas, in Continental Airlines, Secretary of Transportation Andrew H. Card Jr. announced today.

In a letter to the airline's counsel, the department said that under the proposed investment agreement and reorganization plan, the reorganized Continental would continue to meet the legal standards to operate air service and would continue to be controlled by U.S. citizens.

Secretary Card said, "This finding reaffirms the Bush Administration's openness to foreign investment in U.S. airlines. The investment would strengthen Continental and help it to continue its excellent service to the flying public."

Under the agreement, Air Partners, a limited partnership formed by David Bonderman and James Coulter of Dallas, would invest \$215 million in Continental, and Air Canada would invest \$235 million -- \$30 million of that for nonvoting, preferred stock. Air Canada would acquire 27.5 percent of the total equity and 24 percent of the voting stock in the reorganized company. Air Partners would own 27.5 percent of total equity and 41 percent of the voting stock. Air Canada and Air Partners each will select six members of Continental's 18-member board of directors.

The investment agreement contemplated a number of super-majority voting provisions, but Continental and the Air Canada/Air Partners investment group, after consultation with the department, has agreed to eliminate those that raised DOT concerns about possible control by Air Canada.

The proposed reorganization plan and investment agreement are subject to the review and approval of the bankruptcy court. In December 1990, Continental filed for reorganization under Chapter 11 of the U.S. Bankruptcy Code. On Nov. 9, 1992, the Continental board accepted the investment offer of a group composed of Air Canada and Air Partners.



U.S. Department of
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Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Thursday, January 7, 1993

DOT 04-93

Contact: Sam Vass

Tel.: (202) 366-2009

DOT'S INSPECTOR GENERAL SEMIANNUAL REPORT
SHOWS RECOMMENDED SAVINGS OF \$637 MILLION

A semiannual report of the Department of Transportation's Office of Inspector General (OIG) shows recommended savings totaling \$637 million, management commitments to save \$258.3 million, and fines, restitutions, recoveries and cost avoidances totaling \$850,600.

The six-month report for the period ending Sept. 30, 1992, shows that the OIG issued or processed 1,059 audit reports. These reports recommended savings totaling \$637.2 million, which includes \$547.1 million of funds to be put to better use, \$20.8 million of unsupported costs, and questioned costs of \$69.3 million. The OIG also made 967 policy and procedural recommendations for improving the department's operations.

Based on audit reports issued during this and prior periods, a total of \$258.3 million has been saved or put to better use. Department managers made decisions to recover questioned costs of \$36.0 million and to use resources valued at \$222.3 million more effectively.

Investigations completed by the OIG resulted in 52 indictments; 38 convictions; and \$850,600 in fines, court-ordered restitutions, administrative recoveries and cost avoidances.

The report addresses the first year results of the OIG's national investigative priority, suspected unapproved aviation parts -- commonly known as "bogus" parts. In the past year, cases increased from approximately 40 to over 200, and through the use of search warrants, a wide variety of bogus aviation parts were confiscated.

The Office of the Assistant Inspector General for Inspections and Evaluations, established earlier this year, is now operational and provides independent and objective inspections and evaluations of departmental programs and operations. The office will review management, policy, regulatory, and/or legislative implications of transportation related issues providing the secretary, program managers within DOT and the congress with timely feedback and reports.

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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, January 11, 1993

DOT 05-93

Contact: Bill Mosley

Tel.: (202) 366-5571

DOT APPROVES NORTHWEST/KLM
INTEGRATION AGREEMENT

The Department of Transportation today approved a request of Northwest Airlines and KLM Royal Dutch Airlines to integrate their services and operate as if they were a single carrier.

The department also granted antitrust immunity to the carriers to allow them to proceed with the agreement.

The department had tentatively approved the agreement and request for immunity on Nov. 16 last year.

Today's action follows last September's "open skies" accord between the United States and the Netherlands which gives the carriers of both countries unlimited access to the other's international market. Under the accord, airlines of the two countries may fly to any city in either country without restriction.

"This agreement is an illustration of the benefits of open skies," Secretary of Transportation Andrew H. Card Jr. said. "We hope it will provide an impetus for open skies accords with other countries, moving us further in the direction of a truly global aviation environment."

The department said that the Northwest-KLM agreement should benefit the public by providing better service and enabling the two carriers to operate more efficiently and reduce their costs. The department will require the carriers to resubmit the agreement for review in five years.

The agreement between Northwest and KLM includes a joint marketing operation, coordination of schedules and pricing, a unified travel agency commission program, and shared revenues from joint services.

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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Tuesday, January 19, 1993

DOT 06-93

Contact: Roslyn Kaiser

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DOT TO HOLD MEETING ON RANDOM
DRUG TESTING RATE FEBRUARY 1-2

Research scientists, industry and government officials will attend a conference Feb. 1-2 in Washington, D.C., to discuss whether a change is feasible in the rate of random drug testing of transportation workers, the Department of Transportation announced today.

Participants will present research and program information on the issue of random drug testing and its role in deterring workers from using drugs. The DOT-sponsored conference will be at the Holiday Inn Capitol, 550 C Street S.W., from 8:30 a.m. to 5 p.m., Monday, Feb. 1 and from 8:30 a.m. to 12:30 p.m., Tuesday, Feb. 2.

On Dec. 15, 1992, the department issued an Advance Notice of Proposed Rulemaking seeking comment on the effectiveness of the current random drug testing program, which requires a 50 percent testing rate. DOT is reviewing this issue to determine whether adequate deterrence and detection of illegal drug use could be achieved at a lower rate of random testing and at a lower cost.

Several industry groups have petitioned the department to reduce the random drug testing rate from 50 percent to 25 percent or 10 percent.

At the conference, researchers and scientists will discuss the deterrent effects of random drug testing on workers. Transportation industry officials will discuss their experience with random testing, including cost-benefit data. Others will focus on alternative ways to deter drug use in the workplace.

The conference is open to the public. Participation will be limited to 150 people, on a first-come, first-served basis. Advance reservations are not needed.

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Washington, D.C. 20590

CONSUMER ADVISORY

FOR IMMEDIATE RELEASE

Thursday, January 21, 1993

DOT 07-93

Contact: Bill Mosley

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**CONSUMERS CAUTIONED ON SUPER BOWL
AIR TRAVEL TICKET SCAMS**

Air travelers going to Super Bowl XXVII this year should be aware that not all tour packages include a ticket or tickets to the Jan. 31, 1993 game in Pasadena, Calif.

The U.S. Department of Transportation reminds travelers that if a game ticket is not specifically mentioned in newspaper advertisements or other solicitation material or listed as a tour feature, the ticket is probably not included.

The department's Office of Intergovernmental and Consumer Affairs says that in the past some advertisements for Super Bowl travel packages did not appear to include tickets. If such an advertisement does not state whether or not a game ticket is included, consumers should ask about it. If a travel agent or other tour representative states that a game ticket is included, the consumer should require at the time of purchase that the game ticket be presented or a written confirmation for the ticket be provided.

DOT consumer protection rules require that an operator marketing a Super Bowl air package that includes game tickets must have the tickets in hand or have a written contract for the tickets before the operator does any advertising.

The department's Consumer Affairs Office has been monitoring Super Bowl transportation activities covered by these rules, as well as issuing consumer advisories, for over a decade. As a result, there has been no evidence of misrepresentation by Super Bowl charter operators in recent years concerning the availability and inclusion in the tour package of game tickets or other features.

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Nevertheless, before purchasing a Super Bowl package tour, consumers should:

- o Read carefully the tour brochure and any other solicitation material.

- o Consider paying by credit card, where allowed, which provides some degree of protection under fair credit practice laws.

Additional consumer protections apply to Super Bowl packages involving public charter flights:

- o If a charter tour is supposed to include a game ticket and you do not receive one, you are entitled to a full refund of the entire package price when you return.

- o If there is a change in the origin or destination city in the departure or return date, substitution of a hotel not named in the solicitation material or the operator-participant contract, or a price increase of more than 10 percent, you may cancel and get a full refund.

- o Less than 10 days before departure, no price increases are permitted and the Super Bowl tour may not be canceled except for causes that make it physically impossible to operate it.

- o You are required to sign and are entitled to have a copy of a detailed operator-participant contract.

Consumers are advised to arrive well ahead of scheduled check-in time. Scheduled and charter flights have check-in time limits. DOT advises passengers to consult with their travel agents, charter operator or airline for the actual check-in deadlines.

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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, February 2, 1993

DOT 08-93
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Tel.: (202) 366-5571

CHICAGO MEETING TO DRAFT TRANSPORTATION SECURITY CURRICULUM FOR UNIVERSITIES

University, industry and government officials will meet Feb. 8-12 in Chicago to develop a transportation security studies program.

Representatives of 12 universities, transportation companies, the American Society for Industrial Security (ASIS), the International Association of Chiefs of Police, and Department of Transportation officials, including training representatives, will attend the meeting at the Marriott Hotel in Schaumburg, Ill.

Vice Adm. Clyde E. Robbins, Director of DOT's Office of Intelligence and Security, will be the opening speaker at the meeting.

Security is of growing concern to the transportation industry. The absence of formal security education programs at colleges and universities has left the industry with few hiring options at the entry level of security management. The Department of Transportation has agreed to work with educational institutions to develop curricula that would be certified for undergraduate and graduate degrees in transportation security.

Working groups will draft such programs for undergraduate and graduate study, a transportation research program, a civil aviation studies program, and a training program for security professionals in the field.

The universities taking part in the meeting include the University of Denver; Embry-Riddle Aeronautical University, Bunnell, Fla.; Florida State University, Tallahassee; Lewis University, Romeoville, Ill.; Michigan State University; Morgan State University, Baltimore; Northeastern University, Boston; Northwestern University and its Traffic Institute, Evanston, Ill.; Texas A&M University; Western Illinois University, Macomb, Ill.; the University of North Dakota and the University of Wisconsin, Milwaukee.

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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Wednesday, February 3, 1993

DOT 10-93

Contact: Bill Mosley

Tel.: (202) 366-5571

DOT APPROVES UNITED COMPLAINT AGAINST JAPAN

The Department of Transportation today approved a complaint filed by United Air Lines against the government of Japan for restricting the carrier's proposed flights between Tokyo and Sydney, Australia.

The department said Japan's actions violate the U.S.-Japan bilateral aviation agreement because United is entitled to serve a market beyond Japan, and the carrier has been denied access to the Sydney market to which it is entitled under the agreement. Negotiations between the two countries held last month failed to resolve the dispute, the department said.

The department found that remedial action is warranted to redress United's complaint. It requested comments from interested parties on what actions are warranted in light of the Japanese violation.

Secretary of Transportation Federico Peña said, "I regret that Japan's unilateral actions have placed the United States in this position. While we are prepared to move forward with an appropriate response, we still hope that a negotiated solution can be reached."

The disputed flight segment would be a twice-weekly extension of United's current New York-Tokyo service. United filed its complaint with DOT on Nov. 5.

Comments on the proposed sanctions are due in seven days, and answers three days later.

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Thursday, February 4, 1993

DOT 11-93

Contact: Bill Mosley

Tel.: (202) 366-5571

**AIRLINE COMPLAINTS DROP TO
RECORD LOW IN 1992, DOT REPORTS**

Consumers filed fewer complaints with the government about airline service in 1992 than in any other year since these figures were first published in 1970, the Department of Transportation said today.

The department's monthly Air Travel Consumer Report also shows that the on-time arrival performance for the nation's largest airlines declined slightly in 1992.

Consumers registered 6,849 complaints with the department against airlines in 1992, marking the fifth straight year complaints have declined. The count was 9 percent below 1991's total of 7,532. The department received 419 complaints in December 1992, down from December 1991's total of 495 but up slightly from November 1992's record low of 397.

The 10 largest U.S. carriers posted an 82.3 percent on-time arrival performance in 1992, down slightly from 1991's 82.5. December 1992's on-time mark was 73.9 percent, a decline from December 1991's 80.0 and November 1992's 82.7. In compiling the data, delays caused by mechanical problems are not counted.

The airlines reported a mishandled baggage rate of 8.24 complaints per 1,000 passengers last December, up from November's rate of 5.60. The department did not compile a mishandled baggage summary covering all of 1992 because the data reporting requirements were changed last July and the figures for the first half of the year are not comparable to those for the latter six months.

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.

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Friday, February 5, 1993

DOT 12-93

Contact: Bill Mosley

Tel.: (202) 366-5571

DOT APPROVES NORTHWEST
COMPLAINT AGAINST AUSTRALIA

Secretary of Transportation Federico Peña today approved a complaint filed by Northwest Airlines against the government of Australia for restricting the number of passengers that can be carried on the airline's flights between Osaka, Japan and Sydney, Australia.

"Northwest has an absolute right to continue its flights without the restrictions imposed by Australia," Peña said. "However, if we cannot settle this matter through negotiations, we will not hesitate to move forward with additional actions. We hope that next week's discussions with Australia will resolve this dispute."

The department said Australia's actions violate the U.S.-Australia bilateral aviation agreement. Under the agreement, Northwest is allowed to operate flights over the North Pacific from the United States to Australia via intermediate countries without limits on the amount of traffic the airline may carry between Australia and those countries.

Any decision on sanctions will be deferred until after a meeting on the dispute between representatives of the U.S. and Australian governments to be held Feb. 8-9 in Canberra, Australia, the department said.

Northwest filed its complaint with DOT on Jan. 22, arguing that Australia was restricting its current New York-Osaka-Sydney services in violation of the bilateral agreement. The complaint charges Australia with limiting the number of local passengers Northwest can carry on its three flights between Osaka and Sydney. Australia imposed a limit of 50 percent on local traffic that can be carried on two of these flights. Australia also notified the carrier that beginning Feb. 1, one of its three flights could carry no Osaka-Sydney passengers at all.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, February 16, 1993

DOT 14-93
Contact: Ed O'Hara
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Richard Mintz
(202) 366-4531

**PEÑA JOINS WITH CONGRESSIONAL LEADERS
IN PROPOSING NEW PANEL TO PROMOTE
STRONG AVIATION INDUSTRY**

In an important step toward preserving America's global leadership in aviation and the hundreds of thousands of jobs that hang in the balance, Secretary of Transportation Federico Peña today joined with congressional leaders to propose legislation that would create a 15-member national commission to recommend ways to strengthen the aviation industry.

"The U.S. aviation industry is a barometer of the health of the American economy and a benchmark for our global competitiveness," said Peña. "Now these indicators are flashing alarm signs -- U.S. airlines have lost a staggering \$8 billion over the last 3 years, airframe makers have seen their order backlogs shrink, and tens of thousands of American workers have lost their jobs."

The legislation would establish a National Commission to Ensure a Strong Competitive Airline Industry. The President, the House and the Senate would each appoint five voting members. The commission will assess the financial condition and future of the airline industry and the state of the U.S. aircraft manufacturing industry. The commission will complete its work in 90 days and make recommendations to the President and Congress.

"My discussions with members of Congress, aviation industry leaders, employees, and consumers underscored the need for a short-term, intensive strategy to stabilize and fortify the U.S. aviation sector," said Peña. "Diagnosing what ails the aviation industry is the first step toward prescribing ways to help it recover. This commission will do both quickly."

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Appointees to the commission will be announced after the legislation is approved by the Congress and signed by the President. Commission members will represent a broad cross section of the aviation industry.

"As a mainstay of our economy and as an engine of new technology, the President shares my belief that restoring the strength of the aviation industry is a critical element of the administration's overall economic recovery strategy," said Peña. "But to get there, government and business must work in partnership to reverse the current course."

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News:

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

FOR IMMEDIATE RELEASE
Tuesday, February 16, 1993

DOT 13-93
Contact: Robert Marx
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Richard Mintz
(202) 366-4531

PEÑA, CONGRESSIONAL LEADERS TO ANNOUNCE NEW INITIATIVE

Secretary of Transportation Federico Peña will join with House Majority Leader Richard Gephardt and a bipartisan group of House and Senate leaders at a Tuesday press conference to announce a new initiative in the aviation industry. The press conference is set for Tuesday, February 16, 1993 at 11:15 a.m. in 2167 of the Rayburn House Office Building.

Other members of Congress scheduled to attend include Rep. Norman Y. Mineta and Rep. Bud Shuster, Chairman and Ranking Minority Member, respectively, of the House Public Works and Transportation Committee, and Sen. Ernest F. Hollings, Chairman of the Senate Commerce, Science and Transportation Committee.



U.S. Department of
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News:

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

EMBARGOED FOR RELEASE UNTIL 9 P.M.
Wednesday, February 17, 1993

DOT 15-93
Contact: Jennifer Watson
Tel.: (202) 366-4570
Contact: Bill Mosley
Tel.: (202) 366-5571

PEÑA OUTLINES PLAN FOR ECONOMIC STIMULUS THROUGH TRANSPORTATION IMPROVEMENTS

Secretary of Transportation Federico Peña today outlined a plan for an additional and immediate \$4.16 billion in transportation infrastructure improvements as part of President Clinton's commitment to stimulate the economy in the short term while investing in the nation's future.

The transportation proposals, representing 25 percent of new investment spending in the president's government-wide economic program, will support an estimated 70,000 jobs in fiscal years 1993 and 1994, Peña said.

Peña also outlined proposed transportation investments for fiscal years 1994 through 1997, which will support an estimated 186,910 jobs.

"Transportation is a fundamental part of the president's bold, comprehensive plan for creating jobs, raising incomes, reducing the deficit and investing in our nation's future," Peña said. "This program provides a balanced approach between getting the economy going right away and taking long-term steps to keep the economy strong for years to come."

Peña said that the department will fulfill its commitment to reduce government spending by cutting civilian employment by 2,800 positions by fiscal 1995 and administrative expenses by 14 percent by fiscal 1997.

The secretary said the administration will propose that Congress make available additional aid for improvements in highways, mass transit, airports and Amtrak. He said the plan will provide funding for projects that are ready to be undertaken now. For this reason, the increased funding will be available only through September, when the current fiscal year ends. As a further incentive to encourage state and local governments to use these funds quickly, the department will redistribute unused highway and transit funds during the summer to those who can put them to work immediately.

"My experience as mayor of Denver taught me how infrastructure investment can revitalize the economy and get people back to work," Peña said. "Our investment program helped turn Denver's economy around, and the program we are launching today can do the same for the country."

He said that he has asked community and state officials to work closely with the department to ensure that the additional funding will be used on projects that provide benefits to their communities.

The secretary emphasized that the program will accelerate spending on transportation projects using the established procedures of existing grant programs.

Additional fiscal 1993 funds are proposed for these transportation programs:

- o Federal-aid highways -- An additional \$3 billion will increase the amount available for the fiscal year to \$20.6 billion, the program level called for by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Increased spending could support projects such as resurfacing, restoration and rehabilitation.

- o Mass transit -- An additional \$750 million will increase by \$480 million the funds available in the formula program for capital grants to \$1.4 billion and also provide an additional \$270 million in discretionary grants for bus projects. These funds will be used primarily for bus and van purchases, maintenance projects and rail modernization.

- o Airport improvements -- An additional \$250 million will increase available funding under the Airport Improvement Program to the authorized level of \$2.05 billion, financing such projects as runway extensions, reconstruction and equipment.

- o Amtrak -- An additional \$188 million will increase funds available for capital improvements to \$353 million and could be used for projects such as station repair, equipment overhaul, track and yard rehabilitation and equipment purchases.

Over the long term, President Clinton considers transportation a key area for investment in the future by providing for increased funding of approximately \$14 billion for fiscal years 1994 to 1997, to expand major grant programs, advancing technology and improving the aviation system, Peña said.

Peña said the increased spending will help reduce the costs of delays caused by congestion and thereby enhance the movement of goods to market and people to jobs. Investments which improve the efficiency of our transportation system also help control costs borne by many segments of the transportation industry, he added. At the same time they will improve accessibility for the disabled transportation user and promote the goals of the Clean Air Act.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Monday, March 1, 1993

DOT 16-93
Contact: Bill Mosley
Tel.: (202) 366-5571

REQUIREMENTS FOR STATE, METROPOLITAN TRANSPORTATION PLANS PROPOSED

The Department of Transportation issued proposals today that will foster greater cooperation among states and metropolitan areas in developing transportation plans and programs for enhancing mobility, reducing traffic congestion and encouraging the use of mass transit.

The department's Notices of Proposed Rulemaking (NPRM) carry out provisions of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) that call for a continuing, comprehensive and coordinated transportation planning process in each state and metropolitan area.

"This planning process embodies ISTEA's emphasis on coordination among all transportation modes to improve mobility and reduce congestion while meeting the new air quality requirements of the Clean Air Act," Secretary of Transportation Federico Peña said.

Secretary Peña also noted that the rules have been developed over a period of almost a year and that there is intense interest in the transportation planning community in the prompt publication of the rules. However, the Clinton administration may wish to modify the proposals to reflect emerging priorities. The secretary indicated that the department is considering publishing within two weeks a further request for comment on issues such as public participation in the planning process, incorporation of environmental and energy considerations in the process, and other questions.

The proposals also include provisions for greater public involvement in the development of plans and programs.

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The proposed rules stress comprehensive transportation plans which focus on developing seamless connections among transportation modes and consider more than one mode to serve transportation needs within a given area.

Among the subjects that states and metropolitan areas will consider as part of the planning process are:

- o The social, economic, energy and environmental effects of transportation decisions.

- o Ways to preserve existing transportation facilities and make their use more efficient.

- o Ways to reduce and prevent traffic congestion, including reducing single-occupant motor vehicle travel.

- o Ways to expand and enhance mass transit services and encourage their use.

- o Methods of enhancing efficient movement of freight.

- o The effect of transportation decisions on land use and development.

- o Use of innovative financing methods, such as congestion pricing.

- o Preservation of rights-of-way for future transportation projects.

- o Incorporation of bicycle facilities and pedestrian walkways where appropriate.

- o Access to international border crossings, ports, airports, intermodal facilities, and parks and other recreational areas.

- o Development of financial plans that demonstrate whether the costs of proposed transportation investments are consistent with expected revenues.

A long-range planning horizon of at least 20 years would be required for state and metropolitan plans.

The NPRMs were issued jointly by two DOT agencies, the Federal Highway Administration and Federal Transit Administration. They were developed in consultation with the department's Federal Aviation Administration, Federal Railroad Administration, Maritime Administration and Office of the Secretary of Transportation, as well as the Environmental Protection Agency. Comments on the proposals are due 60 days after the date of publication in the Federal Register.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Monday, March 8, 1993

DOT 17-93

Contact: Bill Mosley

Tel.: (202) 366-5571

**AIRLINES BUMP FEWER PASSENGERS
IN '92, DOT REPORT SHOWS**

Fewer passengers were involuntarily denied boarding, or bumped, from U.S. carriers in 1992 than in any other year since the government first published these statistics two decades ago.

In releasing its monthly Air Travel Consumer Report, the Department of Transportation said the carriers bumped a total of 45,732 passengers last year, a rate of 1.03 per 10,000 passengers. The previous low rate of 1.09 was set in 1991, when 46,888 passengers were bumped.

The department said the 10 largest U.S. carriers posted a 77.6 percent on-time arrival rate in January, up from December 1992's 73.9 percent but not as good as January 1992's 81.4 percent. In compiling the data, flight delays caused by mechanical problems are not counted.

The airlines had a mishandled baggage rate of 7.50 reports per 1,000 passengers in January, better than December 1992's 8.24 but not as good as January 1992's 6.73.

The department also received 519 complaints from consumers about airline service in January, more than December 1992's total of 419 but fewer than January 1992's total of 565.

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.

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**U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Monday, March 15, 1993

DOT 19-93

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Ed O'Hara
Tel.: (202) 366-5571

**U.S. TO SEEK NEW AVIATION PACT WITH BRITISH ;
DOT OPENS FORMAL REVIEW OF BA/USAIR DEAL,
APPROVES CODE SHARING, MOST WET LEASES**

Saying the existing U.S. - U.K. aviation pact allows domestic airline carriers insufficient access to the British market, Secretary of Transportation Federico Peña today announced his intention to pursue a new agreement. At the same time, the secretary announced a review of British Airways' proposed three-phase investment in USAir and a one-year approval of the carriers' requested code sharing and leasing arrangements. The secretary also acknowledged USAir's place in a competitive airline industry.

"The administration will adhere to U.S. citizenship law and honor our current bilateral agreements, even as we vigorously defend the rights of U.S. carriers abroad," said Secretary Peña. "Today's decision is consistent with those principles and with our foremost goal of restoring the vitality of the U.S. domestic aviation industry."

In an order issued today, the department set up a public docket and requested specific comments from any interested person on the issue of USAir's continuing status as a U.S. citizen. The order said, "Our review indicates that BA's initial investment of \$300 million does not impair USAir's citizenship. In view of the ongoing nature of the investment agreement, there is justification for further analysis with the aid of public comment. In the meantime, we expect and advise the parties not to proceed with the second and third phases of the transaction until we have completed our review of USAir's citizenship."

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Current U.S. law sets specific criteria for establishing the U.S. citizenship of air carriers. These criteria include a 25 percent limit on the ownership of voting stock by foreign interests, at least two-thirds of U.S. citizens on the board of directors, and a U.S. citizen as the chief executive officer. The secretary noted that he expected the new National Commission to Ensure a Strong Competitive Airline Industry to undertake a broader examination of U.S. policy regarding foreign investment and its effects on the aviation industry.

"We will do everything we can to ensure the ongoing viability and competitiveness of U.S. air carriers and will work with the Airline Commission to review fully our current aviation laws, policies and agreements," said Secretary Peña. "We recognize that the current U.S. - U.K. bilateral agreement, negotiated by the previous administration, provides U.S. carriers insufficient access to the British market. We will pursue a new agreement this year that incorporates 'open skies' provisions."

The order approved USAir and British Airways' operations as code-sharing partners on flights between 38 U.S. cities and London. DOT also approved a request that USAir furnish crews and aircraft (wet-lease arrangements) to operate British Airways' flights in the London-Baltimore and London-Pittsburgh markets. But DOT rejected USAir's proposal to provide similar crews and aircraft for British Airways between London and Charlotte, N.C., saying the British carrier does not now hold authority to serve that market.

These operational authorities are provided for in the current U.S. - U.K. bilateral aviation agreement (Bermuda 2) negotiated under the Bush administration. The agreement allowed U.S. carriers access to London's Heathrow Airport in return for British rights to pursue cooperative service arrangements in the U.S. market.

"To all of those with a stake in USAir, we acknowledge the importance of the airline to its employees, its communities, and its customers and recognize its continued place in a competitive airline industry," said the secretary. "To the American people, we will work to preserve and increase American jobs, and as importantly, to secure an aviation system that provides affordable, accessible and safe air service."

This is the second time that USAir and British Airways have applied for these authorities. Last year, USAir and BA reached an agreement whereby BA would invest \$750 million in USAir, in return for a substantial share of USAir's equity, representation on USAir's board of directors and various powers to influence USAir's decisions and operations. That agreement was withdrawn in the face of the perceived likelihood of disapproval by the department.

On Jan. 21 of this year the two airlines reached a new agreement with a three-phase investment schedule. In the first stage, which has already been consummated, BA invested \$300 million, for which it initially acquired 19.9 percent of USAir's voting equity and the right to appoint three of USAir's 16 directors. The second and third stages would involve additional investment of \$200 million (within three years) , and \$250 million (within five years), respectively. The parties also requested DOT approval for proposed code-sharing and wet-lease arrangements.

On Feb. 1, Delta Air Lines, United Air Lines, and American Airlines filed a petition requesting a public proceeding to review the issues raised by the British Airways' investment.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, March 16, 1993

DOT 20-93
Contact: Dennis E. Deuschl
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(202) 366-0113

**SEAWAY CORPORATION SPONSORS
FIRST TRADE MISSION TO THE PACIFIC RIM**

Fourteen business representatives of the Great Lakes St. Lawrence Seaway System will travel to five Pacific Rim cities in April and May to explore new trade opportunities.

The representatives are delegates of the Saint Lawrence Seaway Development Corporation's first Seaway Trade Mission to the Pacific Rim. They will be led by Seaway Corporation Administrator Stanford E. Parris.

The delegation will be made up of representatives from carrier companies, terminal operators, ship and cargo brokers, port authorities, exporters and importers, government agencies, maritime labor, and other maritime or transportation-related organizations.

The trade mission will visit the following cities: Sydney, Australia from April 20 to 24; Tokyo, Japan from April 25 to 27; Seoul, South Korea from April 28 to May 1; Bangkok, Thailand from May 2 to 4; and Hong Kong from May 5 to 8.

Parris noted that although the mission is the first to the Pacific Rim, it is not a new market for Seaway trade. "Over the past few years, the Seaway has seen cargo movements to and from the Pacific Rim of about one million metric tons annually. The region has an annual market potential of about eight million metric tons for the Great Lakes. It will be important for our mission delegates to meet with potential customers and explore innovative ways to bring this trade into the Seaway System."

At each mission stop, the group will host conferences and business meetings highlighting the advantages of transporting cargoes via the Seaway System. The mission will be the 11th sponsored by the Seaway Corporation since 1985.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, March 23, 1993

DOT 21-93
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT TO HOLD PUBLIC HEARINGS ON TRANSPORTATION PLANNING PROPOSALS

The Department of Transportation has announced four public hearings on proposed regulations to foster greater cooperation among states and metropolitan areas in developing transportation plans and programs.

Three related Notices of Proposed Rulemaking (NPRMs), published in the March 2 Federal Register, call for a continuing, comprehensive and coordinated transportation planning process and management system in each state and metropolitan area.

The public will have the opportunity to comment on these proposals at the hearings, which will be held March 31-April 1 at the San Francisco Marriott Airport Hotel in Burlingame, Calif.; April 7-8 at the Atlanta Airport Marriott in College Park, Ga.; April 14-15 at Wyndham Franklin Plaza in Philadelphia, Pa. and April 20-21 at the Kansas City Convention Center in Kansas City, Mo.

A fifth hearing may be held in Washington, D.C. at a time and location to be announced.

The first day of each hearing will cover the proposed metropolitan and statewide planning regulations and the relationship of the management systems to the planning processes. The morning of the second day will feature a discussion of traffic congestion, public transportation facilities and equipment, and intermodal transportation facilities systems, as well as the general provisions of the proposals. The hearings will begin at 9:00 a.m. on the first day and 8:30 a.m. on the second.

In the hearing notice, to be published in the Federal Register, the department also asked for public comment on several issues in addition to those raised in the NPRMs.

The proposals were required by the Intermodal Surface Transportation Efficiency Act of 1991 and issued jointly by the department's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). For further information, contact Reid Alsop, FHWA Office of the Chief Counsel, (202) 366-1372, Sheldon Edner, FHWA Planning Operations Branch, (202) 366-4066, or Paul Verchinski, FTA Resource Management Division, (202) 366-6385.

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U.S. Department of
Transportation

News:

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

FOR RELEASE TUESDAY
March 30, 1993

DOT 22-93
Contact: Ed O'Hara
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DAYLIGHT TIME TO START SUNDAY, APRIL 4,
BRINGING MORE DAYLIGHT IN EVENING

Daylight saving time will begin at 2 a.m. Sunday, April 4, for most of the nation, bringing Americans an extra hour of daylight in the evening. Clocks will be set forward 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 fall, the nation will return to standard time on Sunday, Oct. 31.

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

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