



U.S. Department of  
Transportation

# News:

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

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FOR IMMEDIATE RELEASE  
Thursday, July 7, 1994

DOT 97-94  
Contact: Hal Paris  
Tel.: (202) 366-5572

## DOT RELEASES MONTHLY AIR TRAVEL CONSUMER REPORT FOR MAY

The Department of Transportation today released its monthly Air Travel Consumer Report providing information on airline flight delays, mishandled baggage and consumer complaints for May.

According to the Department of Transportation's monthly Air Travel Consumer Report, the 10 largest U.S. airlines posted an on-time arrival performance of 87.6 percent in May, their best showing of 1994. The carriers had an 83.0 percent on-time arrival record in April and an 87.1 mark in May of 1993. In compiling the data, delays caused by mechanical problems are not counted.

The carriers reported a mishandled baggage rate of 4.24 reports per 1,000 passengers in May, better than April's 4.80 showing and the best rate for the first five months of the year.

The department received 531 complaints about airline service in May, almost a nine percent decline from the 582 complaints recorded in April. DOT said it was the fewest number of complaints received in any month this year.

The department reminded consumers that they may file their complaints by writing to the Office of Consumer Affairs, U.S. Department of Transportation, I-25, 400 7th St., S.W., Room 10405, Washington, D.C. 20590.

The department also reminded consumers who want on-time performance data for specific flights to call their airline ticket offices or their travel agents. This information is available on the computerized reservation systems used by these agents.

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U.S. Department of  
Transportation

# News:

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

FOR IMMEDIATE RELEASE  
Wednesday, July 20, 1994

Contact: Jim Cullinan  
202/366-5563

## MEDIA ADVISORY

U.S. Transportation Secretary Federico Peña will join Senator Pat Leahy and Representative Peter DeFazio to announce new steps to stop the spraying of insecticides aboard aircraft. The announcement will be on Thursday, July 21, at 1:30 p.m. in Room 328A Russell Office Building on Capitol Hill.

There are 25 known countries which require airlines to spray insecticides in the airplane cabin while passengers and crew are on board. A proposed rule would require airlines and travel agents to inform travelers that insecticide spraying is included on a flight.

This announcement is part of a continuing effort to make air travel more convenient for passengers. Secretary Peña previously announced an effort to eliminate smoking on international flights and improve the level of cabin air quality during flights.

**WHAT:** Announcement Regarding Insecticide Spraying  
on Airplanes

**WHEN:** Thursday, July 21, 1994, 1:30 p.m.

**WHERE:** Room 328A, Russell Senate Office Building

**WHO:** U.S. Transportation Secretary Federico Peña  
Senator Pat Leahy (VT)  
Representative Peter DeFazio (OR)

# # #

echara/spraying 7/20/94

FOR RELEASE THURSDAY

DOT  
Contact:  
Tel.:

TRAVELERS SHOULD BE TOLD IF FLIGHT IS  
TO BE SPRAYED WITH INSECTICIDE, PEÑA SAYS

In a step aimed at protecting and assisting travelers, Secretary of Transportation Federico Peña today released a list of countries that require flights to be sprayed with insecticides and proposed a new rule that would require passenger notification of spraying.

Based on a survey by the State Department and on information from U.S. and foreign air carriers, about 25 countries currently require the spraying of insecticides on flights from the U.S. In most cases, the spraying is done as the aircraft nears its descent and with passengers on board.

"Unfortunately, with the current procedure both the pests and the passengers get hit with the spraying and neither knows it's coming," said Peña. "We recognize the concerns that nations may have to protect public health from insect-borne disease and protect agriculture from vermin. But we believe that these concerns can be met without subjecting travelers to unexpected and direct exposure to pesticides."

Last April, the Secretary, concerned about the possible long term health effects and possible allergic reactions, urged countries that require the spraying of pesticides on aircraft while passengers and crew are on board to reconsider the practice. At that time, Peña wrote to countries around the world to determine which ones require spraying and what insecticide is used.

"Undoubtedly, many travelers, particularly vacationers, will use this information when making decisions on where they go. Hopefully, this information will also lead many countries, especially those dependent on U.S. tourists, to consider suspending the spraying requirement."

The proposed rule would require U.S. and foreign airlines and their agents, including travel agents, to inform passengers, at the time they book flights, if a flight to another country will be sprayed while passengers are on board.

(more)

After the Secretary wrote to other countries in April, 75 countries responded, with eight of them reporting they require spraying while passengers are on board or have regulations that result in such spraying.

Peña today released a list of 25 countries that require spraying of insecticides on arriving flights.

Five countries, Costa Rica, Mexico, Jamaica, Madagascar and Mozambique, reported they require spraying of insecticides. Three other countries, Australia, New Zealand and Panama, said they require either spraying while no passengers are on board (the "residual" method) or spraying while passengers are on board, but leave the choice up to the air carrier. Several countries require spraying on flights coming from countries affected by malaria, yellow fever and other contagious diseases.

DOT also surveyed 11 airlines on the question. They reported some 20 other countries require spraying on flights coming into their airports. They include Argentina, Antigua, Barbados, Belize, Cape Verde (South Africa-bound flights often stop here), Chile, Congo, Dominican Republic, El Salvador, Granada, India, Kenya, Mauritius, New Caledonia, Nicaragua, Seychelles, South Africa, St. Lucia, Trinidad & Tobago, and Yemen. The department has not been able to confirm these reports with the respective countries listed.

Peña said the department plans to put the issue of spraying on airline flights on the fall agenda of the International Civil Aviation Organization (ICAO), which meets in Montreal.

The United States and most other countries do not require the spraying of aircraft while passengers and crew are on board. The U.S. stopped spraying on aircraft 15 years ago because of health concerns and the questionable effectiveness of spraying.

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U.S. Department of  
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# News:

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

FOR RELEASE THURSDAY  
July 21, 1994

DOT 103-94  
Contact: Ed O'Hara  
Tel.: (202) 366-5571

TRAVELERS SHOULD BE TOLD IF FLIGHT IS  
TO BE SPRAYED WITH INSECTICIDE, PEÑA SAYS

In a step aimed at protecting and assisting travelers, Secretary of Transportation Federico Peña today released a list of countries that require flights to be sprayed with insecticides and said he will propose a new rule to require passenger notification of spraying.

Based on a survey by the State Department and on information from U.S. and foreign air carriers, about 25 countries and territories currently require the spraying of insecticides on flights from the U.S. In most cases, the spraying is done as the aircraft nears its descent and with passengers on board. Peña made the announcement at a joint press conference with Sen. Patrick Leahy and Rep. Peter DeFazio.

"Our top goal is to work with the State Department and international organizations to urge countries to stop spraying when passengers are on board," said Peña. "But until we can accomplish that, we will publicize the names of those countries that require spraying and draft a rulemaking to see that passengers are informed when they book flights. We recognize the concerns that nations may have to protect public health from insect-borne disease and protect agriculture from vermin. But we need to explore how these concerns can be met without subjecting travelers to unexpected and direct exposure to pesticides."

Last April, the Secretary, concerned about the possible long term health effects and possible allergic reactions, urged countries that require the spraying of pesticides on aircraft while passengers and crew are on board to reconsider the practice. At that time, Peña wrote to countries around the world to determine which ones require spraying and what insecticide is used.

"Undoubtedly, many travelers, particularly vacationers, will

(more)

use this information when making decisions on where they go. Hopefully, this information will also lead many countries, especially those dependent on U.S. tourists, to consider suspending the spraying requirement."

Peña said the proposed rule would require U.S. and foreign airlines and their agents, including travel agents, to inform passengers, at the time they book flights, if a flight to another country will be sprayed while passengers are on board.

After the Secretary wrote to other countries in April, 75 countries responded, with eight of them reporting they require spraying while passengers are on board or have regulations that result in such spraying.

Peña today released a list of 25 countries and territories that require spraying of insecticides on arriving flights.

Five countries, Costa Rica, Mexico, Jamaica, Madagascar and Mozambique, reported they require spraying of insecticides. Three other countries, Australia, New Zealand and Panama, said they require either spraying while no passengers are on board (the "residual" method) or spraying while passengers are on board, but leave the choice up to the air carrier. Some other countries require spraying on flights coming from countries affected by malaria, yellow fever and other contagious diseases.

DOT also surveyed 11 airlines on the question. They reported some 19 other countries and the territory of American Samoa require spraying on flights coming into their airports. They include Argentina, Antigua, Barbados, Belize, Cape Verde (South Africa-bound flights often stop here), Chile, Congo, Dominican Republic, El Salvador, Granada, India, Kenya, Mauritius, New Caledonia, Nicaragua, Seychelles, St. Lucia, Trinidad & Tobago, and Yemen. The department has not been able to confirm these reports with the respective countries listed.

Peña said the department plans to put the issue of spraying on airline flights on the fall agenda of the International Civil Aviation Organization (ICAO), which meets in Montreal. DOT plans to co-sponsor a World Health Organization symposium in 1995 on the practice of spraying insecticides on aircraft.

The United States and most other countries do not require the spraying of aircraft while passengers and crew are on board. The U.S. stopped spraying on aircraft 15 years ago because of health concerns and the questionable effectiveness of spraying.

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Friday, July 22, 1994

DOT 104-94  
Contact: Bill Mosley  
Tel.: (202) 366-5571

DOT APPROVES DELTA/  
AEROMEXICO CODE SHARE

The Department of Transportation today approved a code-sharing arrangement between Delta Air Lines and Aeromexico.

Under the arrangement, the two carriers will coordinate flights in three markets: Atlanta-Mexico City, Dallas/Fort Worth-Mexico City and Atlanta-Monterrey.

Both Delta and Aeromexico will operate a daily nonstop round-trip flight between Atlanta and Mexico City, and Aeromexico will fly four times daily between Dallas/Forth Worth and Mexico City. Delta will also begin daily nonstop Atlanta-Monterrey service, a market which currently lacks nonstop flights.

In approving the arrangement, the department said that these flights could provide substantial price, service and competitive benefits to U.S. travelers and shippers and offer significant economic benefits to the cities involved.

The carriers plan to begin services in September.

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# News:

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

FOR IMMEDIATE RELEASE  
Tuesday, July 26, 1994

DOT 105-94  
Contact: Michael Winter  
Tel.: (202) 366-5781

## PEÑA POINTS TO DOT PROGRESS TOWARD ACCESSIBLE TRANSPORTATION

Marking the fourth anniversary of the signing of the Americans With Disabilities Act (ADA), U.S. Secretary of Transportation Federico Peña said today the department has made substantial progress toward a national transportation system that is accessible to travelers with disabilities.

In the first meeting any Transportation Secretary has ever initiated with major leaders of the disability community, Peña said, "We know transportation is the key that allows people with disabilities to enter the mainstream. The department has been working vigorously to carry out the requirements of the ADA, and we can point to many accomplishments.

"However," he added, "the task is far from complete. There are some regulations not yet in effect, and other rules that need to be put in place to remove barriers."

The department also is including people with disabilities in its extensive efforts to develop the recently announced National Transportation System, which embraces all forms of transportation -- highways, waterways, transit systems, pipelines, airports, seaports and rail lines, both passenger and freight.

Here is a status report on transportation accessibility:

Mass Transit: Every federally aided mass transit system provides some type of accessible service for passengers with disabilities. Accessibility improvements such as bus lifts and vehicle ramps are appearing rapidly, as well as door to door paratransit (alternate services) vans for people who cannot use the fixed routes. Transit rail systems are upgrading their key stations -- transfer points or those that are heavily used -- and buying new rail cars with accessibility devices. The department provides information and technical assistance to the transit industry on making vehicles and stations accessible, and has established the National Transit Institute at Rutgers University to educate transit operators on all key aspects of the ADA.

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Railroads: Regulations for Amtrak as well as transit systems call for one car per train to be accessible by 1995. Existing Amtrak stations must be modified by the year 2010. Amtrak operates a customer service desk that assisted more than 150,000 senior citizens and passengers with disabilities in 1993.

Aviation: It is now much easier for most travelers with disabilities to use the air transportation system. Required accessibility features (at airports and carrier terminals that receive federal aid) include parking, baggage services, informative signs, water fountains, bathrooms, ticket counters and information/ telecommunication devices. In addition, airline policies may not impose unnecessary burdens on air travelers with disabilities, such as requiring a companion to serve as a personal attendant.

U.S. airlines are required to install special features on new and refurbished aircraft. The department estimates that by the end of 1993, 10-20 percent of the fleet, or 400-800 aircraft (with more than 29 seats) had movable armrests on half of the aisle seats. Nearly all new and existing aircraft have on-board wheelchairs for cabin use. About 200 planes (with more than 99 seats) provide cabin stow space for at least one folding wheelchair, and roughly 10 percent of twin-aisle aircraft have fully accessible lavatories. A rule requiring accessible boarding equipment for commuter aircraft (19-30 seats) will be issued in the near future.

Highways and Streets: Nearly all rest areas on Interstate highways and other new roads funded with federal aid are now accessible. Streets and highway pedestrian facilities being constructed, renovated and altered with federal aid are being brought into conformance with regulations that require installation of curb cuts to accommodate wheelchairs.

Intercity Buses: The department is currently developing proposals to establish accessibility requirements for intercity, charter and other over-the-road bus services. The rule would take effect by the ADA deadlines of 1996 and 1997.

Maritime: DOT is conducting research to help develop accessibility standards for maritime vessels and facilities, ranging from ferry boats to cruise ships.

According to DOT, people with disabilities played a major role in drafting and commenting on DOT's transit and air accessibility regulations and the department continues to seek their guidance on new ADA rules. Meeting with the Secretary today were representatives of the National Council on Independent Living; American Council of the Blind; American Federation of the Blind; Paralyzed Veterans of America; Eastern Paralyzed Veterans of America; National Association of the Deaf; National Association of Protection and Advocacy; Center for Independent Living (Berkeley, Calif.); Disability Rights Education Defense Fund; and Endependence Center of Northern Virginia.

The department also provides \$2 million in annual funding to Project ACTION, operated by the National Easter Seal Society, which brings together all key decisionmakers in implementing the ADA.

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# News:

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

FOR IMMEDIATE RELEASE  
Tuesday, July 26, 1994

DOT 106-94  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## SECRETARY PEÑA EXPRESSES CONCERN ABOUT EU AIRLINE SUBSIDIES

Saying that subsidies for inefficient competitors "hinder the evolution of a financially sound, sustainable airline industry," Secretary of Transportation Federico Peña today voiced opposition and expressed his concerns about financial support provided by the European Union (EU) to its members' flag carriers.

In a letter to Marcelino Oreja Aguirre, EU commissioner for transport and energy, Secretary Peña said that the subsidies are "flatly unfair to competing, private airlines which cannot draw from the coffers of government which seem to be liberally open to some national airlines."

The Secretary cited press reports which indicate that the EU is preparing to approve a subsidy for Air France, which is seeking \$3.5 billion in aid. This follows the approval of over \$1 billion for TAP Air Portugal, and a request by the Greek carrier Olympic Airways, which also seeks more than \$1 billion.

"Unprecedented billions in subsidy are being poured into the state-owned European airline industry," Secretary Peña said. "The United States was under the impression that the Union was moving more, not less toward market economics in the aviation sector.

"There can hardly be competitive parity so long as some airlines are propped up," he added.

Secretary Peña said that the U.S. government was under extraordinary pressure to intervene when some of the largest U.S. airlines were failing. "We chose to let the market work, and as a result our industry, as a whole, has become leaner, stronger and better able to compete than before," Peña said.

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Thursday, July 28, 1994

DOT 109-94  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## SECRETARY PEÑA EXPRESSES DISAPPOINTMENT WITH EU'S DECISION ON SUBSIDIES

In response to a decision by the Commission of the European Union (EU) to approve almost \$6 billion in state aid to two European airlines, Secretary of Transportation Federico Peña today expressed his disappointment with the action and said he was concerned with the effect such approved subsidies will have on airline competition.

"I will continue to address this issue until all airlines compete in the market without the distortion of state aid," the Secretary said.

One day before the commission acted, Secretary Peña wrote to EU Transport and Energy Commissioner Marcelino Oreja expressing his opposition to continued subsidies to European carriers. The EU subsequently approved \$3.7 billion for Air France and \$2.3 billion for the Greek carrier Olympic Airways.

"The commission, apparently rejecting the advice of the EU's own Committee of Wise Men, has left the door open for state-owned carriers to return for additional funding," Secretary Peña said, noting that the EU has approved a total of almost \$10 billion in state aid to six carriers since 1991. The same committee had also recommended that state aid be granted only as part of a privatization program.

"We were encouraged by the implementation of aviation liberalization measures in the EU last year, but huge subsidies propping up noncompetitive state-owned carriers seriously undermine the promise of genuine competition in European aviation and greater competition in the transatlantic market," the Secretary said. "With additional billions to protect, governments are likely to hinder competition to the detriment of passengers, shippers and communities on both sides of the Atlantic.

"When U.S. airlines faced financial crisis, the U.S. government resisted the pressure to intervene," Secretary Peña said. "As a result, U.S. carriers are leaner, stronger and more competitive than ever before. Many state-owned carriers have received government subsidies and preferences for decades, but have not thrived. The discipline of the marketplace is the surest road to economic health."

The Secretary added that conditions the commission placed on the funds designed to prevent the recipients from using them to compete unfairly with other European carriers would not offset the harm to competition. "We reject any implication that this somehow legitimizes the use of the subsidies in competition with the carriers of the U.S. and other countries in intercontinental markets," he said.

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# News:

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

FOR IMMEDIATE RELEASE  
Thursday, August 4, 1994

DOT 113-94  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## AIRLINE COMPLAINTS UP IN JUNE; ON-TIME PERFORMANCE RATE DECLINES

Complaints against the nation's airlines were up in June while the on-time performance rate of the 10 largest U.S. carriers declined from the previous month, the Department of Transportation said today.

According to the department's monthly Air Travel Consumer Report, the carriers posted an 81.8 on-time rate in June, down from May's 87.6 percent mark and June 1993's 83.2 percent. In recording the data, delays caused by mechanical problems are not counted.

Consumers registered 582 complaints with the department about airline service in June, up nearly 10 percent from the 531 complaints received in May and 30 percent more than the 446 complaints filed in June of last year. The department reported it received 3,721 complaints during the first six months of 1994, up 27 percent from the 2,933 received during the comparable period last year.

The airline reported a mishandled baggage rate of 4.80 complaints per 1,000 passengers in June, not as good as May's 4.24 rate but an improvement over June 1993's 5.35. The carriers improved their baggage handling record during the first six months of 1994, posting a rate of 5.50 complaints per 1,000 passengers compared to the 5.97 mark recorded in January-June 1993.

Consumers may file their complaints by writing to the Office of Consumer Affairs, U.S. Department of Transportation, I-25, 400 7th St., S.W., Room 10405, Washington, D.C. 20590.

The department reminded consumers who want on-time performance data for specific flights to call their airline ticket offices or their travel agents. This information is available on the computerized reservation systems used by these agents.

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# News:

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

FOR IMMEDIATE RELEASE  
Thursday, August 4, 1994

DOT 114-94  
Contact: Bill Mosley  
Tel.: (202) 366-5571

DOT PROPOSES IMPROVED  
PASSENGER NOTIFICATION RULES  
FOR CODE-SHARE FLIGHTS

In a move to give consumers more useful information, the Department of Transportation today proposed new rules requiring that airlines and travel agents provide full disclosure about code-sharing arrangements when passengers book a flight.

The proposal would require ticket agents and foreign airlines, as well as U.S. carriers, to disclose code-sharing arrangements. It would also require carriers and ticket agents to provide written notice to each passenger of the identity of the airline providing the transportation.

Code sharing is a common airline industry marketing practice whereby one airline advertises and sells the services of another airline as its own. In airline computer reservation systems, one carrier's flights between two points are listed under more than one carrier's code. This facilitates the marketing of "seamless" service involving airport connections, baggage handling and ticketing.

Last May, Secretary of Transportation Federico Peña directed the department to initiate the rulemaking after a DOT probe disclosed that 30 percent of all air travelers who book international reservations on a code-shared flight may not be told on which airline they will be flying.

"With the widespread use of code-sharing services among major airlines and commuter airlines, and the increasing use of code-sharing service in international markets, we are concerned that consumers may discover that they will be flying on an airline other than the one they expected," Secretary Peña said. "Stronger code-sharing rules will help assure that passengers are informed of the actual carrier they will be using when they receive their tickets and when they call for a reservation."

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Current rules require U.S. airlines to give reasonable and timely notice of code-sharing arrangements, including telling prospective passengers which airline will actually provide the service. However, flights by foreign airlines are not covered directly by the current code-share rules although those rules have been made applicable to foreign carriers as a condition of the department's approval of code-share arrangements between airlines. DOT's current code-sharing rules also do not apply directly to travel agents although they must refrain from unfair or deceptive consumer practices.

Earlier this year, DOT's Aviation Consumer Affairs and Enforcement offices investigated the extent to which disclosure of international code-sharing relationships was being made by airlines and travel agents. More than 200 reservation calls to a total of 15 airlines and 20 travel agencies were made. Overall, these companies failed to give adequate information 30 percent of the time, and two airlines routinely did not disclose the carrier actually operating the flights. The department has taken enforcement action against those companies, including the assessment of civil penalties and the issuance of cease-and-desist orders and warning letters.

Domestically, major jet carriers sell code-shared flights with smaller commuter airlines to market service to more points. U.S. airlines increasingly now offer code-shared flights with foreign airlines that allow U.S. carriers the ability to sell flights to more international points. Similarly, code-sharing gives foreign carriers the ability to inform passengers originating overseas about coordinated services to many more U.S. points.

In the last two years, many U.S. carriers have initiated or are planning code-sharing arrangements with foreign airlines including Northwest with Netherlands-based KLM, USAir with British Airways and United with Germany-based Lufthansa.

Comment on the notice of proposed rulemaking are due 60 days after its publication in the Federal Register.

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# News:

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

FOR IMMEDIATE RELEASE  
Thursday, August 4, 1994

DOT 115-94  
Contact: Richard Mintz  
Tel.: (202) 366-4570  
Barbara Richardson  
(202) 366-0881

## PEÑA WILL CONVENE RAIL SAFETY SUMMIT

In an action designed to focus on safety and the prevention of railroad accidents, Secretary of Transportation Federico Peña today announced he will convene a railroad safety summit.

The date, location and specific agenda will be set within the next two weeks. The Secretary's announcement followed yesterday's Amtrak derailment in Batavia, N.Y. The cause of the accident is still unknown and under investigation.

Secretary Peña said, "We want to raise safety vigilance in all aspects of the railroad system, from the freight railroads that provide track for Amtrak; to the state and local officials responsible for highway-rail grade crossings. We will bring together the best minds in the industry to heighten safety awareness throughout the railroad system and help assure that Amtrak can continue to provide the safe and dependable service the traveling public has come to expect."

The Secretary said that despite a number of recent accidents, passenger rail travel remains one of the safest modes of transportation. "Most of Amtrak's recent accidents have been beyond the railroad's control, with no single cause or pattern," Peña noted.

He said recent efforts to increase safety include a joint Federal Railroad Administration (FRA) and U.S. Coast Guard initiative to improve barge safety, aimed at avoiding accidents such as the tragic derailment near Mobile, Ala., Sept. 22, 1993. In June, DOT also announced a national highway-rail grade crossing plan, which addresses the number one cause of death in railroading.

FRA Administrator Jolene Molitoris said, "Rail passenger safety is everybody's business. Amtrak and the commuter railroads provide direct service, but the responsibility for safety is shared by the entire transportation industry. The summit is an opportunity for everyone to recommit themselves to this important safety mission."

-more-

Among the railroad-related organizations that will be invited to attend the meeting are: Amtrak, commuter and Class One freight railroads; members of Congress; the National Transportation Safety Board; state and local officials; rail labor; the Association of American Railroads; the American Association of State, Highway and Transportation Officials; the American Trucking Associations; the National Association of Railroad Passengers; Operation Lifesaver and Safe Travel America.

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# News:

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

FOR RELEASE MONDAY  
August 15, 1994

DOT 119-94  
Contact: Ed O'Hara  
Tel.: (202) 366-5571  
H. Price  
(202) 267-3447

## DOT ANNOUNCES FIRST REST/DUTY TIME REGULATION FOR FLIGHT ATTENDANTS

A new regulation that for the first time sets length of duty time and minimum rest requirements for the nation's 85,000 flight attendants was announced today by Secretary of Transportation Federico Peña.

Secretary Peña said, "Time after time, flight attendants have demonstrated their critical role in ensuring the safety of passengers. We recognize that role, and believe that these rules will help ensure that flight attendants are ready to perform that role." Existing flight or duty times and rest periods previously applied only to the flight crew, air carrier dispatchers, airline mechanics and air traffic controllers, but not to flight attendants.

Under the new Federal Aviation Administration regulation, flight attendants are provided at least nine hours of scheduled rest for duty periods lasting up to 14 hours within a 24-hour period. If longer duty periods occur, specific rest periods and the size of the flight attendant crew must also increase. The new rule also provides flight attendants with a 24-hour rest period every seven calendar days.

FAA Administrator David R. Hinson said, "Since regulations specify the number of flight attendants required to be on board aircraft and their role in emergency situations, it makes sense to establish work and rest periods for them. This new regulation provides flight attendants with the type of reasonable duty limitations and rest provisions afforded to other essential flight personnel."

The new rule provides options and flexibilities for the airlines. For example, the airlines may choose to apply the same rest and duty rules used for pilots to flight attendants.

(more)

The new regulation was proposed on March 29, 1993. Airlines are required to comply by March 1, 1995. Implementation of the new rule follows extensive public comments, hearings and a review period. Reasonable duty period limitations and rest requirements for flight attendants have received wide support from labor, members of Congress and consumer groups.

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U.S. Department of  
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# News:

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

FOR RELEASE TUESDAY  
August 16, 1994

DOT 120-94  
Contact: Ed O'Hara  
Tel.: (202) 366-5571

## NEW AWARD WILL RECOGNIZE TECHNOLOGY ADVANCES TO IMPROVE TRANSPORTATION

Innovative persons or companies who develop advanced technologies that make transportation safer or more efficient will be singled out for recognition by the U.S. Department of Transportation.

The department said today it has established an award designed to recognize persons or organizations that have made outstanding advances in research and development resulting in significant improvements in safety, energy efficiency, environmental quality, or the nation's competitiveness in the world.

Secretary of Transportation Federico Peña said, "We want to promote the development and application of new technologies that reduce accidents, save energy, create jobs and make this country a stronger competitor in the world. This new award is one way to encourage the research and development community in its efforts to make transportation more efficient."

The Award for Excellence in Transportation Technology Research and Development will be presented annually. In a notice published in the Federal Register, the department asks for nominations by Oct. 30, 1994. The first award will be presented early in 1995.

Examples of achievements that could be recognized include advances that reduce the likelihood of vehicle accidents or injuries; save energy in the production or operation of vehicles; reduce emissions or hazardous waste, and technologies that create jobs and/or can be sold in overseas markets.

Nominations may be submitted for persons such as engineers, corporate officials and others, and organizations such as corporations, nonprofit corporations, partnerships, professional associations, universities, government organizations, and

(more)

professional teams working on specific projects.

Nominations will be evaluated on the basis of the quality of the technology, how it has enhanced industry competitiveness, the award nominee's role in the success of its development, potential economic benefits and whether it is applicable to more than one mode of transportation.

Nominations should be submitted to Noah Rifkin, Director of Technology Deployment, Office of the Secretary, U.S. Department of Transportation, 400 Seventh St. S.W., Washington, D.C. 20590.

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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, September 6, 1994

DOT 125-94  
Contact: Roger P. Williams  
Tel.: 9202) 366-1967

## FLORIDA AIRCRAFT REPAIR STATION INDICTED IN BOGUS PARTS SCHEME

Inspector General A. Mary Schiavo of the U.S. Department of Transportation today announced the indictment of a Florida aircraft repair station for conspiracy to make false statements in connection with repairs to aircraft parts owned by United Parcel Service.

Air Marine Sales, Inc., of Titusville, Fla., a Federal Aviation Administration (FAA) licensed aircraft repair station, was indicted on Aug. 2, by a federal grand jury in Louisville. Robert S. Scopelitis, the company's vice-president, was named in the six-count indictment and charged with conspiracy and obstruction of justice. Also named were two Air Marine inspectors, George H. Derr and Homer B. Ford, and charged with conspiracy and making false statements.

The indictment alleges that Air Marine Sales, Inc., Scopelitis, Ford and Derr in March 1992, conspired to make false representations on the maintenance release certificates of two airflap indicators sold to UPS as replacement parts on UPS's Boeing 727 aircraft. They stated that the parts were airworthy and had been overhauled according to FAA regulations when, in fact, they had not.

If convicted, Air Marine Sales could be fined \$500,000. Scopelitis, Ford and Derr each could be sentenced to 10 years imprisonment, three years of supervised release and fined \$500,000.

The six-count indictment is the result of an 18-month investigation conducted by DOT's Office of Inspector General in Atlanta. The government is being represented by Assistant U.S. Attorney Randy Ream of the Western District of Kentucky.

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Tuesday, September 6, 1994

DOT 126-94

Contact: Bill Mosley

Tel.: (202) 366-5571

CONTINENTAL-ALITALIA CODE-SHARE  
GETS TENTATIVE APPROVAL

The Department of Transportation today tentatively approved a proposed code-sharing arrangement between Continental Airlines and the Italian carrier Alitalia.

In a show-cause order, the department said that the arrangement offers significant benefits to consumers and represents a positive step in expanding the U.S.-Italy aviation relationship.

Under the proposed arrangement, Continental and Alitalia both would be able to advertise service in the Newark, N.J.-Rome market, with Continental operating all of the flights. In addition, the carriers plan to add new services between Newark and Milan and between Houston and Rome by early 1995, providing the first nonstop service to Italy from Houston. The Houston-Rome flights would continue beyond Houston to Mexico City. Several other communities will also benefit from these services through connections on Continental's domestic flights at Continental's Newark and Houston hubs.

Code sharing is a marketing arrangement between two airlines in which each places its airline designator code on the same flight, and each carrier markets and sells the flight as its own. The actual service is provided in whole or in part by only one of the partners.

In tentatively approving the application, the department said the arrangement would substantially enhance services between the United States and Italy. The United States is limited by its aviation agreement with Italy as to the number of U.S. carriers that may fly and to only two carriers serving that country from New York. Italy is willing to waive these limits to let the Continental-Alitalia agreement proceed, DOT said. The U.S.-Italy bilateral aviation agreement provides Alitalia all of the authority necessary to participate in the code-share services, and Italy is prepared to grant authority outside the agreement for Continental to participate in the services, DOT said.

Delta Air Lines and Trans World Airlines are the carriers authorized to serve Italy from New York. American Airlines and United Airlines are the other U.S. carriers serving Italy.

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U.S. Department of  
Transportation

# News:

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

FOR IMMEDIATE RELEASE  
Wednesday, September 7, 1994

DOT 127-94  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## FLIGHT DELAYS UP, COMPLAINTS DOWN IN JULY

The on-time performance rate of the 10 largest U.S. airlines declined in July while consumers filed fewer complaints about airline service during the month, the Department of Transportation said today.

According to the department's Air Travel Consumer Report, the carriers posted a 79.5 percent on-time record in July, down from June's 81.8 percent mark and July 1993's 86.1 percent. In recording the data, delays caused by mechanical problems are not counted.

Consumers registered 517 complaints with the department in July, down more than 11 percent from the 582 complaints received in June and the almost identical total of 581 received in July 1993.

The airlines reported a mishandled baggage rate of 5.16 complaints per 1,000 passengers in July, not as good as June's 4.80 rate and almost the same as July 1993's 5.18.

U.S. airlines posted an involuntary denied boarding, or bumping, rate of 1.18 per 10,000 passengers for the second quarter of 1994, an improvement over the 1.61 rate the previous quarter but not as good as the 1.05 rate posted during April-June 1993. The carriers posted a bumping rate of 1.39 during the first half of 1994, up from the 1.16 mark recorded during the first half of 1993.

Consumers may file their complaints with the Office of Consumer Affairs, U.S. Department of Transportation, I-25, 400 7th St., S.W., Room 10405, Washington, D.C. 20590.

The department reminded consumers who want on-time performance data for specific flights to call their airline ticket offices or their travel agents. This information is available on the computerized reservation systems used by these agents.

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U.S. Department of  
Transportation

# News:

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

FOR IMMEDIATE RELEASE  
Wednesday, September 7, 1994

DOT 128-94  
Contact: Chuck Kline  
Tel.: (202) 366-5770

PEÑA BRIEFS INDUSTRY EXECUTIVES ON  
PRESIDENT CLINTON'S NEW SPACE  
TRANSPORTATION POLICY

Transportation Secretary Federico Peña today briefed key leaders of the U.S. space transportation industry on details of the new National Space Transportation Policy recently signed by President Clinton.

He informed the executives of the new responsibilities given the Department of Transportation with regard to commercial space transportation and sought the individual views of industry leaders on how to best implement the new policy. Also participating in the briefing were Deputy Transportation Secretary Mortimer L. Downey and Frank C. Weaver, director of the Department's Office of Commercial Space Transportation.

"This new policy provides us with guidelines on how to assure the strength and international competitiveness of the U.S. space transportation industry. I am pleased to meet with these leaders to get the process started," said Peña of the session.

The Administration's policy sets a clear course for the nation's space program, providing a coherent strategy for supporting and strengthening U.S. space launch capability to meet the growing needs of the civilian, national security and commercial sectors.

The Department of Defense will be the lead agency for modernizing and evolving current expendable launch vehicle systems. NASA will be the lead agency for development and demonstration of next generation reusable launch systems, such as the single-stage-to-orbit concept.

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DOT, along with the Commerce Department, will ensure that DoD and NASA take into account the needs of the commercial launch sector while carrying out their responsibilities. DOT and Commerce are specifically tasked with the job of identifying promising areas for government-industry partnerships and ensuring that these opportunities are factored into the implementation program.

Among the executives attending the briefing were: Brian Hughes, President and CEO, American Rocket Co.; Jai Gupta, President and CEO, EER Systems Corp.; John N. McMahon, President and CEO, Lockheed Space and Missile Company; Peter B. Teets, President, Martin Marietta Space Group; Ken Francis, Executive VP, McDonnell Douglas; Ron Grabe, Vice President, Orbital Sciences Corp.; as well as representatives of many of the rocket engine and solid propulsion system manufacturers.

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(Note: Photos of the gathering and a videotape illustrating the scope and benefits to the public of commercial space activity are available from the Office of Commercial Space Transportation. Contact Chuck Kline at (202) 366-5770

**U.S. Department of  
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Office of the Secretary  
of Transportation

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

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U.S. Department of  
Transportation

# News:

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

FOR RELEASE WEDNESDAY  
September 21, 1994

DOT 133-94  
Contact: Ed O'Hara  
Tel.: (202) 366-5571

## RENO AIR AUTHORIZED TO PROVIDE CHICAGO O'HARE-TO-RENO SERVICE

Reno Air has received an exemption from the Federal Aviation Administration's "high density" slot rule allowing it to operate three round trips a day between Chicago O'Hare and Reno, Nev., the Department of Transportation announced.

The recently passed Federal Aviation Administration Authorization Act of 1994 authorized the Department of Transportation to grant exemptions from the slot rule to new entrant airlines in cases where there are exceptional circumstances.

In its order granting the exemption, the department noted that Chicago O'Hare is Reno's most important market to the east. It also noted that the city of Reno supported nonstop service by United Air Lines until 1989 and American Airlines until June 1993 and that slot restrictions at O'Hare have made it difficult for a new entrant such as Reno Air to replace the service and provide a competitive stimulus. Chicago O'Hare is Reno's largest market without nonstop service.

DOT found that the economic characteristics of the market, the history of nonstop service between Reno and Chicago O'Hare and Reno Air's long expressed intention to serve Chicago O'Hare from its hometown market are unique and meet the exceptional circumstances requirement of the act.

Reno Air's exemption will enable it to start two round trips a day on or after Dec. 15, 1994, and to add a third round trip on or after April 15, 1995.

Under the order, the exemption will continue until such time as the department issues final rules on the high density slot rule. DOT is currently conducting a study of the high density rule and will make a report to Congress early next year. The 25-year-old regulation limits hourly scheduled takeoffs and landings at four of the nation's most congested airports -- O'Hare, New York's LaGuardia and Kennedy and Washington National.

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U.S. Department of  
Transportation

# News:

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

**FOR IMMEDIATE RELEASE**  
**Monday, September 26, 1994**

DOT 134-94  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## **PEÑA MOVES TO STRENGTHEN AIR TRAVEL CONSUMER PROTECTION**

Moving to strengthen consumer protections for airline travelers, Secretary of Transportation Federico Peña today announced new rules to improve the measurement of airline on-time performance and to increase the compensation for lost baggage. The Department also will begin a new examination of airline marketing practices focusing on airline computer reservation systems.

"Consumer protection for travelers must keep pace with the times and with the changes in the airline industry," said Peña. "Today's actions reflect my commitment to put the interests of travelers first by working to secure the safest and most consumer friendly aviation system possible."

### **ON - TIME PERFORMANCE**

In the first of today's actions, the Secretary announced a final rule to require airlines to include in their monthly on-time performance reports flights delayed or cancelled because of mechanical reasons. For the first time, the 10 largest U.S. passenger air carriers will be required to report the new information beginning Jan. 1, 1995.

Since 1987, the largest U.S. carriers have reported their on-time departure and arrival performance to DOT for every domestic scheduled passenger flight, except for those cancelled or delayed for 15 minutes or more due to mechanical problems. Today's action removes that exception.

### **LOST BAGGAGE**

The Secretary also announced a department proposal to raise the limit on compensation consumers can collect when airlines mishandle their baggage to \$1,850. Current department regulations allow carriers to limit their liability for lost, damaged or delayed baggage to \$1,250 per passenger on domestic trips, a limit that was set 10 years ago. This "minimum limit" on liability is intended to balance the amount necessary to cover the value of most passengers' baggage while still allowing the airlines to protect themselves from excessive claims.

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DOT also asked for public comment on two alternate liability proposals. One would raise the minimum limit to \$1,850 with future increases tied to the rise in consumer prices, and the other would raise the minimum limit to \$2,000. Passengers would still be required to prove their claims for damage under all of the proposals.

## **COMPUTER RESERVATION SYSTEMS**

In the third action today, the Secretary announced the Department has begun a new examination of airline marketing practices and the computer reservations systems (CRS) business. The aim is to learn what impact revised federal regulations and recent developments in airline marketing practices are having on airline competition.

The department's CRS rules were first adopted in 1984 and revised in 1992. The systems provide information on airline schedules, fares and seat availability to travel agencies and allow agents to book seats and issue tickets. Almost all travel agents, who sell about 80 percent of all airline tickets, use the systems.

This dependence of both airlines and travel agents on CRSs raises questions about their effect on airline competition, especially since each of the four major computer reservations systems operating in the United States -- Sabre, Galileo, Worldspan and System One -- is owned by firms that are affiliated with U.S. airlines. For this reason, the CRS rules require that information in the systems be displayed in an unbiased manner and that participation in a CRS be open to all carriers on a nondiscriminatory basis.

"This study will help us to assure that consumers can obtain complete, unbiased flight information from travel agents," Secretary Peña said. "It also will help us assure that our CRS rules continue to enhance competition so that consumers will have the widest possible travel choices and most competitive fares."

In undertaking the study, the department noted new developments in the airline industry since the 1992 rule revision, including the entrance of new airlines which do not use travel agencies or computer reservations systems to market their services. In addition, some parties have claimed that the rules should be modified to better carry out the department's goals of promoting competition and ensuring that consumers receive accurate information.

Comments on the proposed rule on baggage liability are due 60 days after its publication in the Federal Register, while the first round of information for the CRS study is due in 45 days.

Monday's announcement is the latest in a series of consumer actions initiated by the Secretary to benefit air travelers. These include: the first-time release of information about the safety oversight of foreign airlines, an effort to stop the spraying of pesticides on flights to selected foreign destinations, strengthening passenger notification rules for code-share flights, encouraging new entrant airlines, and cracking down on charter operators falsely offering tickets to major sporting events.

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