



U.S. Department of  
Transportation

# News:

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

FOR IMMEDIATE RELEASE  
Monday, July 10, 1995

DOT 126-95  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## DOT ISSUES MONTHLY AIR TRAVEL CONSUMER REPORT

The Department of Transportation today issued its monthly Air Travel Consumer Report, which contains information about airline on-time arrivals, mishandled baggage and consumer complaints for May 1995.

The 10 largest U.S. carriers posted an 80.7 percent on-time arrival record in May, down from April's 81.3 percent. Delays caused by mechanical problems are included in the data.

The airlines reported a mishandled baggage rate of 4.48 complaints per 1,000 passengers in May, an improvement over April's rate of 4.58.

Consumers filed 552 complaints with the department concerning airline service in May compared to the 424 complaints filed in April.

Consumers may file their complaints with the Aviation Consumer Protection Division, U.S. Department of Transportation, C-75, 400 Seventh 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  
Tuesday, July 11, 1995

DOT 127-95  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## **PROGRESS IN OPENING AVIATION MARKETS CONTINUES, SECRETARY PEÑA SAYS**

The Clinton administration continues to move aggressively forward toward the goal of an open market for international aviation services, Secretary of Transportation Federico Peña said today.

In testimony before the Senate Commerce, Science and Transportation Committee, the Secretary noted that the administration already has implemented the free-market initiatives contained in the U.S. International Air Transportation Policy Statement.

The administration's actions, Secretary Peña said, derive from the need "to go beyond the traditional methods for managing trade in aviation services and to devise innovative pathways for achieving our liberal aviation objectives.

"We are living through a period of great change for our airlines," the Secretary said. "Privatization abroad, increasing competition and globalization are fueled by economic and political forces that will ultimately prevail. We know that governments that embrace these changes will far outpace those governments that do not."

The Secretary pointed to a number of U.S. actions to open international aviation markets since the initial policy statement was issued last November, including:

- A new aviation agreement with Canada, signed in February, that "effectively deregulated the largest single bilateral aviation market in the world;"
- New open-skies agreements with nine European countries;

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- Expanded air service in many markets, including the United Kingdom, Peru, Brazil and Ukraine;
- Continued aviation discussions with the United Kingdom and Germany that could produce significant benefits; and
- Vigorous actions to defend existing rights and to protect U.S. airlines abroad, including the administration's proposal to impose sanctions on Japanese cargo carriers if that country does not fully honor the existing bilateral agreement.

Secretary Peña noted that he has spent much time working with his fellow transportation ministers around the world. Last November he hosted a meeting of 12 ministers from the Western Hemisphere in Tampa. Last month he met with 18 ministers from the Asia-Pacific region in Washington, and took the ministers on a tour to showcase American transportation technology. He also traveled to Europe last month to meet with the continent's transportation ministers.

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## **PFCs MUST BE PAID TO AIRPORTS, DOT REMINDS AIRLINES**

The Department of Transportation today reminded airlines that they must transfer Passenger Facility Charges (PFCs) they collect from passengers to the airports entitled to receive them.

In a notice sent to U.S. and foreign airlines, the department said that some carriers may be collecting PFCs but failing to transfer the funds to the appropriate airports.

PFCs are charges on passengers of up to \$3 levied by local airport authorities for airport improvements approved by the department's Federal Aviation Administration.

The department told the carriers that failure to remit collected PFCs monthly to the airport authorities may result in criminal prosecution. It added that DOT recently has referred two carriers to the department's Office of Inspector General for appropriate action.

Carriers collecting PFC payments but not remitting the money to the airports also may be subject to enforcement action by the department, under laws prohibiting unfair or deceptive practices and unfair methods of competition by air carriers, their employees and their agents. Violations could carry civil penalties of as much as \$1,000 per violation and \$1,000 per day for each continuing violation.

Failure to remit PFCs also could raise questions about an airline's fitness, and lead to actions that could result in the company's operating certificate being revoked, the department said.

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# News:

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

**FOR IMMEDIATE RELEASE**

Tuesday, August 1, 1995

DOT 129-95

Contact: Heywood Shirer

Tel.: (202) 366-4355

**GPS STANDARD POSITIONING SERVICE  
SIGNAL SPECIFICATIONS NOW AVAILABLE**

The Department of Transportation today announced the availability of the Global Positioning System (GPS) Standard Positioning Service (SPS) Signal Specification.

GPS, a radionavigation system using a network of 24 satellites orbiting 11,000 miles above the earth, provides very accurate three-dimensional position, velocity and time signals to users worldwide. There are two levels of GPS services. The Precise Positioning Service (PPS), provided primarily to the military of the United States and its allies, and a less accurate Standard Positioning Service, provided to all properly equipped users on a continuous, worldwide basis free of any direct user charge.

Under an agreement with DOT, the Department of Defense (DOD), in cooperation with DOT representatives, developed the SPS Signal Specification for civil use. The GPS SPS Signal Specification defines the GPS performance standards for signal accuracy and availability provided to the civil community and conditions under which they will be maintained.

Secretary of Transportation Federico Peña is committed to providing this sophisticated technology to civilian users and said that it will have an enormous impact on transportation, surveying and other civil fields.

"The delivery of the Signal Specification demonstrates close cooperation between DOD and DOT in maximizing the dual civil/military benefits of GPS," said Frank Kruesi, Chairman of the DOT Positioning and Navigation Executive Committee. "DOT looks forward to continued cooperation with the Department of Defense in implementing GPS, which is a valuable national resource for both military and civilian users."

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The SPS Signal Specification is available in electronic form from the U.S. Coast Guard Navigation Center Bulletin Board Service at (703) 313-5910. The SPS Signal Specification also is available on the Internet at [HTTP://WWW.NAVCEN.USCG.MIL](http://WWW.NAVCEN.USCG.MIL) or [GOPHER://GOPHER.NAVCEN.USCG.MIL](mailto://GOPHER.NAVCEN.USCG.MIL).

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FOR IMMEDIATE RELEASE

Tuesday, August 1, 1995

DOT 130-95

Contact: Elaine Matrigali

Tel.: (202) 366-5571

## DOT RELEASES LATEST FEDERAL RADIONAVIGATION PLAN

Secretary of Transportation Federico Peña today announced the availability of the 1994 Federal Radionavigation Plan (FRP). The FRP, which is mandated by Congress, has been jointly produced by the Departments of Transportation and Defense every two years since the first edition in 1980.

Secretary Peña expressed his thanks to Secretary of Defense William Perry for DOD's continued cooperation in producing the important policy and planning document that serves the needs of manufacturers and users of federal radionavigation systems.

Commenting on the latest edition, Secretary Peña said that in formulating policies for the FRP, DOT considers both user requirements and scarce government resources. "We are comfortable with the radionavigation policy in this FRP," Peña said. "It is consistent with my goal of implementing the Global Positioning System (GPS) as the world standard in civil navigation and positioning.

"Even though the phaseout periods for Loran-C and Omega have been reduced in the 1994 FRP, we are leaving the door open to reevaluate any future requirements for these systems."

Secretary Peña added that DOT does not plan on phasing out land-based systems that are heavily relied upon until GPS is available at acceptable user costs.

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The 1994 FRP is available free of charge in hardcopy from the Volpe National Transportation System Center, Kendall Square, Cambridge, Mass. 01242 (Tel.: 617/494-2126) and in electronic form from the U.S. Coast Guard Navigation Center Bulletin Board Service at 703/313-5910. The FRP also is available on the Internet at [HTTP://WWW.NAVCEN.USCG.MIL](http://WWW.NAVCEN.USCG.MIL) or <GOPHER://GOPHER.NAVCEN.USCG.MIL>.

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FOR IMMEDIATE RELEASE

Wednesday, August 2, 1995

DOT 131-95

Contact: Bill Mosley

Tel.: (202) 366-5571

**DOT ISSUES MONTHLY  
AIR TRAVEL CONSUMER REPORT**

The Department of Transportation today issued its monthly Air Travel Consumer Report, which contains information about airline on-time arrivals, mishandled baggage and consumer complaints for June 1995.

The 10 largest U.S. carriers posted a 75.9 percent on-time arrival record in June, down from both May's 80.7 percent mark and June 1994's 81.8 percent. Since Jan. 1, 1995, delays caused by mechanical problems have been included in the data.

The airlines reported a mishandled baggage rate of 4.97 complaints per 1,000 passengers in June, compared to May's 4.48 rate and June 1994's 4.80.

Consumers filed 616 complaints with the department concerning airline service in June, up from May's total of 552 and June 1994's 583.

Consumers may file their complaints with the Aviation Consumer Protection Division, U.S. Department of Transportation, C-75, 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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Wednesday, August 2, 1995

DOT 132-95  
Contact: Bill Mosley  
Tel.: (202) 366-5571

**ATC CORPORATION WILL ADDRESS  
GROWING DEMAND, SHRINKING RESOURCES,  
SECRETARY PEÑA SAYS**

Cutbacks in federal aviation spending and large projected increases in commercial aircraft operations have made the need to fundamentally reform air traffic control (ATC) more critical than ever, Secretary of Transportation Federico Peña said today.

In testimony before the Aviation Subcommittee of the Senate Commerce, Science and Transportation Committee, Secretary Peña said that "it is clear that long-term budget pressures will make it impossible for the Federal Aviation Administration (FAA) to obtain the money necessary to modernize and operate the air traffic control system. Already over the last two years, FAA's budget has been cut by \$600 million, and 5,000 non-safety positions have been eliminated. Just last week, the House passed an FY96 appropriations bill that cuts FAA's operations request by over \$100 million, and cuts the R&D budget in half. This administration is committed to cutting spending and tightening our belts. But, there comes a point where a tightened belt becomes a tourniquet."

Peña stated that under the budget cuts implicit in the Congressional Concurrent Budget Resolution, a number of actions could be forced over the next two years, including

- the closure of flight service stations and Level I and Level II towers, eliminating air traffic services to approximately 300 small communities in all 50 states;
- major cuts in the airport improvement program, which would jeopardize safety and capacity enhancement efforts and eliminate thousands of construction jobs;

-more-

- major delays and cancellations in key parts of the ABC modernization program;
- significant delays in pilot and aircraft safety certifications;
- and massive layoffs in the safety workforce, including, for the first time, controllers.

"Between 1995 and 2002, we project that commercial aircraft operations will grow by approximately 18 percent, which translates directly into increased demand for ATC services," said Peña. "In that same period, we project that the resources available to the FAA under the congressional budget resolution could shrink by 19 percent from today's level. The challenge that we all share is to ensure that the projected growth in aviation can be handled safely and efficiently."

An air traffic control corporation, first proposed by the Clinton administration in 1993, will address three major problems with the current system, Secretary Peña said. "First, a cumbersome procurement process that makes it virtually impossible for the FAA to acquire and install technology before it becomes obsolete. Second, an inflexible personnel system that, for an operation like ATC, makes it far too difficult to place and retain people where they're needed. And, third, a budget process that doesn't allow us to match spending with needs."

Creation of a federally-owned ATC system would recognize the service's "unique function," Secretary Peña said. "There are no other cases where a government agency is directly and actively engaged in the minute-by-minute activities of an entire industry." An ATC corporation would be able to leverage a portion of its \$5 billion-a-year revenues for services and capital improvements, rather than have to "pay for everything up-front and in cash." Regulation of aviation safety, including the safety of the ATC system, would remain with the FAA, he added.

But Peña warned that proposals to create an independent FAA do not fix the current system's problems. Instead, an independent FAA would limit the President's ability to oversee and influence FAA actions, greatly increase the influence of special interests on the FAA, and potentially interfere with vital services in national security, international relations and negotiation, and economic policy carried out by the FAA.

Most importantly, the critically needed financing reforms are ignored by independent FAA proposals. "All FAA spending would continue to be subject to the annual appropriations process, and would still be bound by the Anti-Deficiency Act and other budgetary limitations that undermine the FAA's effectiveness," said Peña.

Concluding his testimony, Peña stated, "Any reform proposal must answer "yes" to these three questions: does it adequately fund the services the FAA must provide? Does it adequately reform the personnel system? Does it adequately reform the cumbersome procurement process?"

"The times demand change. As the President noted in his May 3 letter on this subject to Majority Leader Dole and Speaker Gingrich, 'This is an urgent, national problem that we can fix together.'"

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FOR IMMEDIATE RELEASE  
Tuesday, August 8, 1995

DOT 133-95  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## **MANILA AIRPORT LACKS EFFECTIVE SECURITY MEASURES, PEÑA FINDS**

Secretary of Transportation Federico Peña has determined that the Ninoy Aquino International Airport (NAIA) Manila, Philippines, does not currently maintain security measures fully consistent with the standards established by the International Civil Aviation Organization (ICAO). The government of the Philippines has stated that a serious effort is being exerted by NAIA to correct these deficiencies.

DOT believes that air service operations can be safely continued there, if proper precautions are carefully observed. Currently, U.S. air carriers and foreign air carriers who fly direct to the U.S. are providing additional security measures that counter the deficiencies identified at NAIA.

In view of the finding, he has directed that carriers issuing tickets for travel between the U.S. and Manila notify passengers buying tickets of his determination.

The Secretary also directed that the determination be displayed prominently in the Federal Register.

Secretary Peña recognized the efforts that the Philippine government had undertaken to bring NAIA into compliance with ICAO standards and expressed his desire to work together with Philippine authorities, including the airport general manager, to achieve compliance. He announced that FAA personnel would be sent to NAIA to help the airport correct security deficiencies. He also said that this determination would be reviewed within a six-month period.

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Under the International Security and Development Cooperation Act of 1985, DOT assesses security at foreign airports with direct service to the U.S. If the Secretary of Transportation, in coordination with the Secretary of State, determines that security at an airport is not fully effective, DOT is required to notify the foreign government of the findings and recommend corrective action.

The order, which is effective immediately, was issued after a team of security experts from the Federal Aviation Administration (FAA) assessed the security measures at the Manila Airport and found they did not fully meet international standards.

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DOT 134-95  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## **INCREASED TRANSPORTATION SECURITY MEASURES ANNOUNCED**

The Clinton Administration has directed Cabinet agencies to review their security practices to assure the continued safety and security of the American people. The Federal Aviation Administration (FAA) has determined the need to increase security measures at U.S. airports.

The Department of Transportation also will be requesting other modes of transportation to review their current security procedures. This action is being taken based upon information provided by law enforcement and intelligence agencies.

The FAA measures will be implemented by all airports and air carriers in the United States to ensure the safety of the traveling public. While there is no information at this time to suggest that airlines or other modes of transportation are specifically threatened, it is reasonable and prudent to ensure that additional measures are in place to prevent or deter possible criminal or terrorist acts against the U.S. transportation system.

While passengers traveling by air should not be delayed or experience significant inconvenience, DOT asks for their understanding and cooperation during the period of increased security.

All travelers are encouraged to be on the alert for any suspicious, unattended bags, parcels and other items. Passengers may be required to answer questions about their luggage and should be aware that both carry-on and checked baggage are subject to inspection.

We cannot offer additional details as more specific information on security measures being taken could compromise the safety of air or other transportation.

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

## **Statement of U.S. Transportation Secretary Federico Peña on Increased Transportation Security Measures**

The Administration has asked all Federal agencies to review their security procedures and take necessary steps to ensure the continued safety of the American people.

Safety and security are top priorities of the Department of Transportation.

The Federal Aviation Administration is requiring an increase in security measures applied both by airports and air carriers within the United States. Some of these measures have already been put into effect and the balance of those measures are being put into effect now.

The Department of Transportation will also be requesting the other modes of transportation to review their own security procedures.

This increase in security is based on information provided by federal law enforcement and intelligence agencies which I am not at liberty to discuss.

I want to emphasize that we have no information at this time to indicate airlines, airports or any other part of our transportation system are specifically threatened.

However, I think it is prudent to ensure that these additional measures are in place to prevent or deter possible criminal or terrorist acts.

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Is it safe to fly? Because of these security measures, the answer is yes. I'll be flying home to Washington tonight by commercial airline.

I ask the travelling public for your understanding and cooperation during periods of increased security.

All passengers -- travelling on any form of transportation -- are encouraged to be on the alert for any suspicious, unattended bags, parcels or other items. Passengers may be required to answer questions about their luggage.

When travelling by air, passengers should be aware that both carry-on and check baggage are subject to inspection.

These increased security measures will be maintained as long as necessary and will be adjusted as necessary.

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## AOA-1 TALKING POINTS

INCREASED AIRPORT AND AIR CARRIER SECURITY MEASURES  
AUGUST 9, 1995

- The FAA is requiring an increase in security measures applied by both airports and air carriers within the United States.
- The decision to increase security is based upon sensitive information provided by federal law enforcement and intelligence agencies combined with the current state of affairs.
- There is no information at this time to suggest that airlines or airports are specifically threatened. However, it is reasonable and prudent to ensure that additional measures are in place to prevent or deter possible criminal or terrorist acts against civil aviation.
- All passengers are encouraged to be on the alert for any suspicious, unattended bags, parcels and other items. Passengers may be required to answer questions about their luggage, and should be aware that both carry-on and checked baggage are subject to inspection. I ask for their understanding and cooperation during this period of increased security.
- These increased security measures will be maintained as long as necessary and adjusted as appropriate.

**Press Guidance for AOA-1**  
**Questions and Answers on Increased Security**  
**August 1995**

*1. How wide-spread is the current threat?*

Answer: Additional security procedures will be implemented nationwide. We are in constant contact with the intelligence and law enforcement agencies to measure the changing threat conditions. We will make appropriate adjustments to security measures based upon our assessment of this information.

*2. Are the measures being imposed as a result of Sheik Rahman's trial? Marzuq?*

Answer: I am not able to comment on any ongoing investigations or criminal proceedings.

*3. Are these measures connected to the UNABOMBER?*

Answer: These measures are not tied to any specific activity or any single event.

*4. What are the additional measures?*

Answer: Some measures--such as an announcement to passengers to control their bags or the questions that may be posed to passengers about their baggage--will be apparent to travelers. Other measures will not be noticeable to those not working in the aviation industry. For obvious reasons, we do not serve the public interest by disclosing these measures.

*5. Will the measures cause delays or inconvenience the traveling public?*

Answer: The measures we are now imposing should cause few, if any, delays and be of minimal inconvenience to the public.

*6. Are these measures adequate to ensure public safety?*

Answer: The FAA believes these measures are prudent and necessary, and that they provide proper protection for the public. Should we receive more information indicating that the situation has changed, we will adjust our measures accordingly.

7. *When you say adjusted, what do you mean?*

Answer: There are certain security measures that are always in place. We have the ability to impose stronger measures or remove them as needed.

8. *How long will these measures be in place?*

Answer: These measures will remain in place as long as necessary. When the U.S. Government's assessment of the situation changes, so will the measures. They can be made more or less stringent as the need requires.

9. *Are these measures on a par with those imposed during the Gulf War?*

Answer: Since the Gulf War, this is the first time we have implemented increased security measures by all airports and air carriers in the United States.

10. *Are these measures related to Oklahoma City?*

Answer: No.

11. *With the increased security measures, do you recommend that passengers arrive at the airport early?*

Answer: We expect these measures to be a minor inconvenience to the public, but, at busier locations, it may be prudent to allow additional time to check in. You can contact your air carrier to determine if an earlier arrival is necessary.

12. *Will the FAA increase its activities at airports?*

Answer: The FAA will monitor and assist air carriers and airports in implementing the security measures. Under certain conditions, the FAA will, in fact, increase inspections.

13. *Why don't we have positive bag matching?*

Answer: We do not talk about the specific measures we have in place.

14. *Are adjustments being made to security measures for U.S. carriers operating overseas?*

Answer: At this time, the measures we have in place are appropriate. We continually review and adjust the security measures for U.S. airlines operating overseas.

15. *Will foreign carriers augment their security measures?*

Answer: Some foreign air carrier flights operating to and from the United States are affected by these measures.

16. *Is it safe to fly?*

Answer: Yes. We believe that the measures we have put in place to address this threat will continue to ensure the safety of the flying public. If we thought it was unsafe, we and the airlines would cancel flights.

17. *Has the failure of the FAA to put security measures in place after Lockerbie posed a greater risk to the traveling public today?*

Answer: The FAA has incorporated in the airline and airport security programs additional measures as required by the Aviation Security Improvement Act of 1990 (P.L. 101-604).

18. *Why have you not deployed explosives detection systems to screen checked baggage?*

Answer: The first explosives detection system passed a rigorous national certification test last December. The FAA is working with airlines to deploy some systems to demonstrate their suitability in the demanding airport operational environment.

ACS/APA  
August 9, 1995



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Tel.: (202) 366-5571

**PEÑA CALLS FOR ACTION  
TO ENSURE AVIATION SAFETY;  
OAKLAND ATC OUTAGE CAUSE IDENTIFIED**

Transportation Secretary Federico Peña and Federal Aviation Administrator (FAA) David R. Hinson are taking a number of steps designed to ensure the continued safety of the U.S. air traffic control (ATC) system. The resulting action plan covers a wide range of activities designed to eliminate equipment problems that have occurred over the past month.

"The severity of the Oakland, Calif. power outage was an unmistakable signal for more action," Peña said. "I have directed the FAA to take immediate steps to ensure that our skies remain the world's safest."

The FAA last week moved forward with a \$65 million plan to replace computers in five of the most critical air traffic facilities. This plan will replace computers in Chicago, Cleveland, Ft. Worth, New York and Washington 16 months earlier than a larger permanent computer replacement program which is already underway.

In response to Peña's call for immediate action, the FAA initiated a number of activities:

- On Aug. 10, FAA Administrator David R. Hinson dispatched the agency's senior engineer to Oakland to lead the investigation.
- All emergency operating procedures are being revised and updated as appropriate.

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- A directive has been sent to all technicians and engineers to review immediately local facility procedures and backup capabilities and to bring questions and concerns to FAA headquarters in Washington.
- Teams of experts from FAA headquarters and the FAA Technical Center will visit each air traffic control center beginning Aug. 21 to review emergency and backup procedures. This review will be completed by Nov. 1.
- Within 60 days, an outside technical expert in power systems and backup procedures will complete a review of systems in each air traffic control center.
- New training courses will begin in October to enhance training to technicians on maintenance procedures for aging equipment.
- The FAA will hire 116 new technicians by Sept. 30.
- Refresher training for air traffic controllers in the use of backup systems will be in place in September.

These ATC outages underscore the importance of our work with Congress to initiate government procurement reform, the Secretary added.

"I am pleased that the Administration and the Congress are working together toward agreement on FAA reform. We are dealing with aging equipment problems in our air traffic system, because the government simply cannot buy what it needs to when it needs to," Peña said.

While on site in Oakland, the FAA's team of equipment experts determined late today that a defective circuit board is the probable cause of the Aug. 9 power failure there.

The defective circuit board is contained in the center's power conditioning system. A power conditioning system regulates the flow of energy to complex computer equipment used for air traffic control. The power conditioning system supplies energy to three "critical power centers," one of which was off-line while being modified.

When one of the two remaining units experienced the circuit board failure, the third unit was incapable of handling the subsequent power surge, resulting in the power failure.

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A replacement circuit board was sent to the facility from the FAA's Aeronautical Center in Oklahoma City and is expected to be installed this weekend.

"The technicians, controllers and pilots performed admirably under the circumstances," Peña said. "The aviation community cannot depend on aging equipment. Without major changes in procurement regulations, the system -- though the world's safest -- will be unable to keep pace with air traffic growth into the next century."

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

FOR IMMEDIATE RELEASE  
Monday, August 21, 1995

DOT 138-95  
Contact: Bill Schulz  
Tel.: (202) 366-4531

## PEÑA, FAA AND DENVER OFFICIALS MAKE PROGRESS TOWARD RESOLVING AIRPORT NOISE PROBLEMS

Meeting with representatives of the City and County of Denver and the Federal Aviation Administration (FAA) in Denver Sunday, Transportation Secretary Federico Peña directed the FAA to step up its efforts with local officials to mitigate aircraft noise stemming from Denver International Airport (DIA).

Secretary Peña convened the meeting to better understand the complexity of issues surrounding complaints of excess noise at DIA and help federal and local officials seek to resolve them.

"This meeting and the preliminary agreements that have been forged out of it are a big first step to reaching consensus on how to alleviate concerns of excess noise at DIA," said Secretary Peña. "I am optimistic that this effort will make significant progress toward resolving a number of the noise issues."

The meeting reviewed the environmental requirements, operating patterns and the current noise contours of the airport. As a result of the meeting and a letter Secretary Peña sent to Denver Mayor Wellington Webb on Friday, Aug. 18, it has been agreed that:

► The FAA will "implement the bulk of the nighttime jet procedures" recommended by the city on a test basis beginning approximately Aug. 25. These procedures are contained in a July airport manager's draft bulletin.

► Representatives of the FAA and city will begin meeting this week so that the FAA can report on its progress in addressing the remaining recommendations proposed two weeks ago in a letter from Mayor Webb to Secretary Peña.

-more-

▶ The FAA, the city and the local advisory committee will work more closely to review future residential development and possible noise impacts.

▶ The FAA, city and local advisory committee will operate in joint consultation on these matters. The parties agreed that a resolution to the noise problems was being unnecessarily hampered by the standard practice of issuing proposals and counter-proposals. Instead, the representatives will work side-by-side in a concentrated effort to seek solutions jointly.

▶ The Secretary agreed to commit additional technical and administrative resources of the Department of Transportation to speed technical evaluation and implementation of changes needed to resolve the noise problems.

Additionally, Secretary Peña has directed FAA officials in Denver to brief the local advisory committee on these issues within the next several days.

"The routing of aircraft to achieve a satisfactory level of noise can be a highly complex task in the best of circumstances," said Peña. "While it is clear that additional analysis is needed to reach a workable solution, a better framework for addressing this problem has now been created by the FAA and local authorities."

A copy of Secretary Peña's letter to Mayor Webb is attached.

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<http://www.dot.gov/affairs/index.htm>*



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

AUG 18 1995

The Honorable Wellington E. Webb  
Mayor of the City and County  
of Denver  
City and County Building  
Denver, CO 80202

Dear Mayor Webb:

Thank you for your letter requesting support of the Federal Aviation Administration (FAA) in responding to noise issues related to the new Denver International Airport (DIA). Let me assure you that the U.S. Department of Transportation and the FAA are committed to doing everything possible to address noise issues at DIA. Based upon preliminary information I have received from the FAA, I would offer initially the following comments.

Since the airport opened, the FAA has been working closely with airport officials and surrounding communities to address noise issues. The FAA is participating in three groups specifically established for this purpose--one at the local level and two at the Northwest Mountain regional level.

We are also instituting some procedures now to mitigate some noise problems. On or about August 25, we will implement the bulk of the nighttime jet procedures recommended in the airport manager's draft bulletin (Item No. 1 in the attachment to your letter) on a test basis for both operational and environmental evaluation. Other DIA recommendations listed are being considered by the Noise Working Groups mentioned above. It is imperative that any change to traffic flows be made only after careful consideration of all the effects of the change. Based on our experiences elsewhere in the Nation, we do not want to simply relocate the noise from one community to another.

You request assurance that DIA will be operated in accordance with the Environmental Impact Statement (EIS). As you know, the EIS for DIA describes a six-runway airport, not the five-runway airport that was built. The EIS also describes a north airport cargo area and nearly 20 more taxiways than were actually built. Subsequent analysis of the move to the south cargo area showed no significant environmental impact. These changes in the ultimate configuration of the airport affect our ability to operate the airport exactly as anticipated in the original configuration. The lack of the sixth runway alone requires about 400 operations per day to be absorbed on the remaining five runways.

3

In summary, we are extremely proud of our participation in the development and operation of your world-class airport and take every opportunity to applaud the benefits of such a highly efficient facility. Denver International Airport is recognized internationally for its record arrival capacities, delay reductions, and ease of operation. We are committed to working with affected citizens to make the airport a good neighbor to all parts of the community.

An identical letter has been sent to Ms. Elaine T. Valente, Chairman, Board of County Commissioners, Adams County, Colorado.

Sincerely,

*Federico Peña* <sup>Sub</sup>

Federico Peña



U.S. Department of  
Transportation

# News:

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

**FOR IMMEDIATE RELEASE**  
**Tuesday, August 29, 1995**

**DOT 139-95**

**CONTACT:**

Karen Whitney/FHWA Public Affairs 202-366-0660

Wendy Burt/DOT Public Affairs 202-366-5565

Melissa Maillett/Global Exchange 301-656-3100

**SECRETARY PEÑA LAUNCHES CAMPAIGN TO STOP RED LIGHT RUNNING;**  
**Awards Grants to 32 Communities**

Continuing Clinton Administration efforts to make the nation's transportation system safe, Transportation Secretary Federico Peña today announced a Federal Highway Administration public education campaign to stop drivers from running red lights. Secretary Peña awarded more than \$600,000 in grants to 32 communities to establish local prevention programs nationwide.

To emphasize its importance, the campaign launch was held at the corner of 14th Street and Constitution Avenue, a busy Washington, D.C. intersection known for its high incidence of red light running.

"Disregarding traffic signals is a leading cause of urban crashes," said Secretary Peña. "And each year, these crashes cost Americans \$7 billion in medical bills, time off work, insurance hikes and property damage. With this seed money, communities, together with law enforcement, will start education and prevention programs reminding people that the light is red for a reason. Stop."

Over 50 communities applied for grants. According to Rodney Slater, FHWA Administrator, "We feel all of these communities are winners and intend to provide a complete set of campaign materials to each applicant."

- more -

Selection of grant communities was based on a documented red light running problem, assurance that the traffic signal system was not the cause of the problem, and the presence of a community structure equipped to implement a public outreach program:

The Metropolitan Washington Council of Governments (COG) received the program's first grant in today's ceremony. COG is an association of the 18 local governments that make up the Washington D.C. region, serving approximately 4 million area residents.

"Running red lights is becoming a major problem in the our region," said COG President and Bowie, MD Mayor Gary Allen. "Recently, area police issued 4,239 citations to red light runners in a three-week period. This is why we are grateful to join forces with FHWA to fight this problem."

The FHWA is the division of the Department of Transportation charged with ensuring the nation's highway system is safe, economical and efficient. In part, the agency is accomplishing these goals through public outreach campaigns of this type which involve collaborating with local businesses and safety organizations across the country.

The communities receiving grants are:

|                              |                               |
|------------------------------|-------------------------------|
| NW Alabama                   | Natchez, MS                   |
| Anchorage, AK                | Central Oklahoma, OK          |
| Bellingham, WA               | Phoenix, AZ                   |
| Black Hawk County, IA        | Polk County, FL               |
| Boston, MA                   | Portland, OR                  |
| Burlington, VT               | Radnor Township, PA           |
| Cary, NC                     | Richmond, VA                  |
| Colorado Springs, CO         | Rutland, VT                   |
| Columbia, SC                 | Sacramento, CA                |
| Howard County, MD            | San Francisco, CA             |
| Jackson, MI                  | Spokane, WA                   |
| Kenner, LA                   | Tuscaloosa, AL                |
| Lancaster, PA                | Utah (state)                  |
| Lexington/Fayette County, KY | Metropolitan Washington, D.C. |
| Liberal, KS                  | Wood County, WV               |
| Lincoln, NE                  |                               |
| Milwaukee, WI                |                               |

**U.S. Department of  
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Office of the Secretary  
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400 Seventh St., S.W.  
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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Tuesday, September 5, 1995

DOT 141-95  
Contact: Elaine Matrigali  
Tel.: (202)366-5571

## **DOT ANNOUNCES NEW REGULATORY REFORM INITIATIVES**

In response to President Clinton's directive to cut government red tape, focus on results and develop alternatives to burdensome federal regulations, Secretary of Transportation Federico Peña today publicly issued the department's regulatory reform initiatives that had been provided to the President.

"We're rewriting the rule book and throwing out the unnecessary regulations to make government work better," Secretary Peña said. "There's been too much piling on of rule after rule, but now that's all going out the door. By reining in government, we'll serve our customers better and use the taxpayers' dollars more efficiently."

In responding to the President's initiative, the department's top management actively participated in the review to ensure that all DOT agencies were fully involved. The department's agencies conducted a page-by-page review of each of their Parts of the Code of Federal Regulations to determine if they should be eliminated or improved upon.

As a result of the review, the department is making many changes to decrease regulatory and paperwork burdens, permit electronic filing, facilitate the use of new technology and make a variety of other improvements.

"We are eliminating about 1,450 pages from the Code of Federal Regulations, about 13 percent of our total, by eliminating or consolidating rules," Peña said "and we are rewriting another 37 percent to make them easier to understand and more outcome focused."

- more -

A department-wide working group developed a report on ways that the department will ensure that its compliance efforts reward results and deemphasize red tape. It focuses on matters such as improved performance measures, customer service training of front-line regulators and development of a framework for performance management that would require that evaluation of the work of all employees -- not just front-line regulators -- be based on results, not process, and education and training programs that would assist regulators and customers in working together to achieve compliance.

The department engaged in a wide variety of outreach activities to help cement partnerships between its agencies and customers to produce favorable results for transportation programs and safety. Since July 1994, Secretary Peña has participated in four transportation safety summits. The four focused on pipeline, rail, aviation, and truck and bus safety. Several DOT agencies are currently engaged in regulatory negotiations with the affected industries.

"Our goal is to ensure that our regulations are sensible, cost-beneficial and are issued and reviewed through a top-notch regulatory process," Secretary Peña said. "We are committed to reviewing existing regulations on a continuing basis to eliminate unnecessary or obsolete rules, update rules in light of current technology and industry conditions and improve rules to serve our customers better."

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**U.S. Department of  
Transportation**

Office of the Secretary  
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400 Seventh St., S.W.  
Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Tuesday, September 5, 1995

DOT 142-95  
Contact: Kevin P. O'Malley  
Tel: (202) 366-9816

**SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION  
AMENDING SAILING AND TOLL REGULATIONS**

The Saint Lawrence Seaway Development Corporation today announced that it is in the process of amending, and where necessary eliminating, certain Seaway regulations in accordance with President Clinton's Regulatory Reinvention Initiative.

The Corporation, an operating administration of the U.S. Department of Transportation, in the past year has made proposed changes to the binational Seaway Regulations and Rules and Tariff of Tolls. The Regulations and Rules document still awaits Canadian rulemaking procedures, while the Tariff of Tolls will be made final pending exchange of diplomatic notes. Both sets of regulations are jointly negotiated and agreed upon by the Corporation and its Canadian counterpart, The St. Lawrence Seaway Authority.

Proposed changes to the Seaway Regulations and Rules included: clarifying certain wording which had previously been confusing to Seaway users; eliminating unnecessary provisions, such as excessive reporting points for vessels transiting the Seaway System; rounding off vessel dimension requirements; making permanent fenders on vessels mandatory, thus improving the safety of the waterway; and allowing the transit of vessels with beams (width) up to 78 feet with simplified approval procedure. The changes will result in a 24 percent simplification.

Under the proposed 1995 Tariff of Tolls, the Corporation worked with the Seaway Authority to amend the international agreement to continue 1994 toll levels with no increase and reinstate the Seaway's Incentive Tolls Program offering discounts and rebates to Seaway users. These amendments will simplify the regulations by 18 percent.



U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Tuesday, September 5, 1995

DOT 143-95  
Contact: Bill Adams  
Tel.: (202) 366-5580

## DOT Issues Monthly Air Travel Consumer Report

The Department of Transportation today issued its monthly Air Travel Consumer Report, which contains information about airline on-time arrivals, mishandled baggage and consumer complaints for July 1995. The report also contains information about passengers denied boarding for both the second quarter of 1995 and for the period January through June 1995.

The 10 largest U.S. carriers posted an 80.1 percent on-time arrival record for July, up from June's 75.9 percent and up slightly from July 1994's 79.5 percent. Since Jan. 1, 1995, delays caused by mechanical problems have been included in the data.

The same 10 airlines reported a mishandled baggage rate of 5.11 complaints per 1,000 passengers in July, compared to June's 4.97 and 5.16 in July 1994.

Their rate of oversales for the second quarter of 1995 was 1.02 involuntary denied boardings per 10,000 passengers compared to 1.07 for the first quarter. For January through June, their rate was 1.04 bumpings per 10,000 passengers compared to a rate of 1.31 for the same period in 1994.

Consumers filed 512 complaints with the department concerning airline service in July, compared to June's total of 616 and 517 in July 1994.

Consumers may file their complaints with the Aviation Consumer Protection Division, U.S. Department of Transportation, C-75, 400 7th Street, SW, Room 10405, Washington, D.C. 20590.

- more -

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**

Tuesday, September 5, 1995

**DOT 145-95**

Contact: Bill Adams

Tel.: (202) 366-5580

**PEÑA ANNOUNCES KEY MEASURES FOR SMOOTH,  
SAFE AND EFFICIENT NAFTA TRANSITION**

In order to prepare for the historic Dec. 17, 1995, opening of the U.S.-Mexican border to Canadian, Mexican and American trucking under NAFTA, Transportation Secretary Federico Peña today announced several key measures his department will take to assure smooth, safe and efficient transportation operations.

The three actions include adoption of a truck safety compliance and enforcement strategy, creation of a federal-state team to oversee final preparations for the Dec. 17 market opening and initiation of a comprehensive education program for the trucking community on motor carrier requirements in Mexico, Canada and the United States.

Secretary Peña made the announcement in Montreal, Canada while attending a one-day trilateral ministers meeting with Canadian Transport Minister Douglas Young and Mexican Secretary of Transportation and Communications Carlos Ruiz Sacristan.

"It is clear that this December will mark a visible, fundamental change in the way trade and commerce is conducted in our hemisphere, opening vast new opportunities for our nation and our neighbors," said Secretary Peña. "As Americans begin to notice the difference at home, the United States is determined that NAFTA is enacted properly and works right for each of our countries. The steps being announced today will help us ensure that this transition continues smoothly, safely and efficiently."

Secretary Peña went on to say, "As thousands of Mexican trucks gain access to California, Arizona, New Mexico and Texas, and American and Canadian trucks enter the six states of Northern

- more -

Mexico, we must ensure smooth, safe and efficient operation." Access will be restricted to cross-border operations and will not allow for any point to point domestic operations.

During the course of today's meeting, the three transport ministers reviewed the work that has been done through NAFTA's Land Transportation Standards Subcommittee (LTSS) to ensure greater compatibility among safety standards and regulations in the three countries.

Greater compatibility among the three countries' safety standards will ensure the flow of traffic across the border without diminishing the high levels of operating safety currently enjoyed in the United States. The three countries have already developed compatible commercial drivers licensing standards and adopted identical criteria for conducting roadside inspection of trucks and buses. They will soon finalize a North American emergency response guidebook for movement of hazardous materials.

Secretary Peña commended the work of the LTSS and other interagency groups and outlined the additional implementing measures the DOT will take for a smooth border opening, including:

- o Establishment of a team consisting of state officials from Arizona, California, New Mexico and Texas and federal agencies with responsibilities for issues related to implementation of NAFTA's transportation provisions. The team will meet regularly through Dec. 17 and beyond to assure that operations will be as safe and efficient as possible.
- o Implementing a joint federal-state comprehensive safety compliance and enforcement strategy applicable to the border states designed to address problems that may arise as a result of increased numbers of trucks engaged in cross-border operations. This strategy will address issues such as driver license requirements and data exchange, drug and alcohol testing, insurance verification, hours of service enforcement and equipment standards. The strategy will also include a process for communicating and cooperating among the three countries' transportation safety officials.
- o A broad educational effort disseminating information on motor carrier operating requirements in Canada, Mexico and the United States. This effort will include one or more government-industry sponsored seminars conducted on the southern border with federal and state participants from the United States and Mexico. The information campaign will also include development, with other government agencies, of written material in English and Spanish, to be distributed as

widely as possible across the border to all potential users utilizing U.S. consulates, border crossing personnel and trucking organizations.

"These efforts are among the cornerstones of the DOT's overall NAFTA implementation plan," said Secretary Peña. "Combined with the outstanding effort that has taken place to date in trinational groups such as the LTSS, these measures will minimize potential transition problems and provide us with a strong network to quickly address any issues which may arise."

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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 6, 1995

DOT 146-95

Contact: Bill Adams

Tel.: (202) 366-5580

## Open Skies Agreement with Belgium Completes European Nine

U.S. Transportation Secretary Federico Peña today announced the United States and Belgium have formally signed an aviation agreement, capping the landmark open skies initiative with nine European nations that he began in January.

Secretary Peña said, "This agreement with Belgium, which completes our open skies efforts with these nine European nations, and the successful negotiations with Canada which were concluded in February, represent by far the largest effort to open up airline service since domestic airline deregulation more than 15 years ago.

"This is a major step forward in creating an international free market for aviation services that will bring economic benefits for communities, travellers and shippers," Peña said. "Through these agreements, we are opening the doors for U.S. carriers to serve any foreign community and for foreign carriers to serve any U.S. community, thus giving those communities access to the international marketplace."

The Secretary announced on Jan. 27, 1995, that the U.S. government had begun the process of negotiating open skies agreements with nine European nations. This stemmed from the Administration's November 1994 International Aviation Policy Statement's direction to seek open market aviation agreements with European countries. Last June, Austria, Denmark, Finland, Iceland, Luxembourg, Norway, Sweden and Switzerland formally entered into agreements with the United States.

"While our original objective of concluding open skies agreements with these nine nations has been achieved, it remains my desire to negotiate open skies agreements with any other like-minded European nation," Peña said.

- (more) -

"The goal of the United States is to make air travel and shipping affordable with expanded consumer options," Peña said. This can only be achieved if airlines are allowed to compete freely, without government intervention and have the flexibility to offer the services and prices demanded by the marketplace. Open-skies aviation agreements are designed to create the kind of environment that makes it possible to achieve the U.S. goal."

The Secretary thanked both the U.S. and Belgium negotiating teams and especially recognized Mark Gerchick, acting Assistant Secretary for Aviation and International Affairs, and Paul Gretch, director of the Office of International Aviation, for their efforts in helping the department realize the goal established in November 1994.

In addition to open skies agreements with the nine European nations and the open transborder agreement with Canada, Secretary Peña's successes in opening international aviation markets include expanded air service to Brazil, Peru, the Ukraine and the United Kingdom. Continued aviation discussions with the United Kingdom and Germany could also produce significant benefits.

Secretary Peña has spent much time working with his fellow transportation ministers around the world. In November 1994, he hosted a meeting of 12 ministers from the Western Hemisphere in Tampa. In June, he met with 18 ministers from the Asia-Pacific region in Washington and took the ministers on a tour to showcase American transportation technology. He also traveled to Europe in June to meet with the continent's transportation ministers.

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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, September 7, 1995**

**DOT 147-95**  
**Contact: BTS Product Line**  
**Tel.: (202) 366-DATA**

**FEDERAL, STATE AND LOCAL  
TRANSPORTATION FINANCIAL STATISTICS  
FOR FY 1982-1992 NOW AVAILABLE**

The Department of Transportation's Bureau of Transportation Statistics (BTS) today released the report *Federal, State, and Local Transportation Financial Statistics, Fiscal Years 1982-1992*, which details transportation-related revenues and expenditures by mode and government jurisdictions.

The report also identifies which transportation expenditures are paid directly by users and the degree to which transportation expenditures are covered by user charges and transportation-related collections. In addition, it presents financial trends through time series data on government transportation-related program revenues and expenditures.

Dr. T. R. Lakshmanan, Director of the Bureau of Transportation Statistics, said, "A considerable amount of funds are transferred among the three levels of government -- federal, state and local. These intergovernmental transfers represent a substantial revenue source for state and local governments and significant expenditures for federal and state governments."

Highlights of some trends emerging from these data include the following:

- The greatest share of public revenues, by order of magnitude, were generated by the highway, air and transit programs.
  
- States funded the largest share of the highway program, while local governments carried the burden for transit and water. Federal funding was the greatest source of revenues for the air and pipeline safety programs.

-more-

-The highway program generated the most revenues and expenditures of all the modes and has been consistently and substantially user financed. The state motor fuel tax contributed the most toward highways, and out of all the modes the most grants went to highways.

-The air mode has also been consistently and substantially user financed. In addition, government revenues and expenditures for air have grown the fastest among all modes.

Future plans for this report call for an expanded data set in order to increase the scope of the report. In addition, the information contained in this report is expected to be released in electronic format by the end of this year. A related publication, *Federal Transportation Financial Statistics, Fiscal Years 1984-94*, to be published by BTS by the end of the year, will provide more detailed federal level information on receipts and expenditures.

This report is the eleventh in a series. BTS has assumed responsibility for publication of this document, which was formerly prepared by the U.S. Department of Transportation's Office of Economics.

To order a copy of *Federal, State, and Local Transportation Financial Statistics, Fiscal Years 1982-1992*, or for further information, contact BTS at (202) 366-DATA or by fax on (202) 366-3640.

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*An electronic version of this press release can be obtained via the World Wide Web at: <http://www.dot.gov/affairs/index.htm>*

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# News:

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

FOR IMMEDIATE RELEASE  
Thursday, September 7, 1995

DOT 149-95  
Contact: Bill Adams  
Tel.: (202) 366-5580

## **DOT Requests Additional Information From Nations Air Regarding Involvement of ATX, Inc., and Frank Lorenzo in its Management**

The Department of Transportation yesterday requested that Nations Air, a start-up air carrier based in Smyrna, Georgia, supply additional information on the current and proposed involvement of ATX, Inc. and its founder and controlling shareholder Frank Lorenzo in Nations Air. This request resulted from the department's preliminary review of certain documents requested by the department on August 28, 1995.

In a letter to Nations Air's counsel, the department noted that the documents already provided by Nations Air raise potentially serious concerns regarding the current and proposed involvement of ATX, Inc. and Lorenzo in Nations Air's ownership and management. Nations Air has entered into an equity investment agreement with ATX, Inc. The letter also noted that on April 5, 1994, the department had found in the *ATX, Inc. Fitness Investigation* case that the company, under Lorenzo's control, was not fit to receive an air carrier certificate. Consequently, an arrangement with ATX, Inc., which involved control could bring into serious question Nations Air's continuing fitness to hold its authority.

Nations Air began operations in March 1995, and currently provides scheduled passenger service between Pittsburgh and Philadelphia (four round-trips daily) and Philadelphia and Boston (five round-trips daily) using two Boeing 737-200 aircraft.

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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, September 7, 1995

DOT 151-95

Contact: Elaine Matrigali

Tel.: (202) 366-5571

**DOT HAS IMPLEMENTED OVER HALF  
OF NPR PHASE I RECOMMENDATIONS  
SECRETARY PEÑA SAYS**

The Department of Transportation has completed implementation of over half of the National Performance Review (NPR) Phase I recommendations, Transportation Secretary Federico Peña said today, following President Clinton's speech on the success of his and Vice-President Gore's Reinventing Government initiative.

"The NPR has been an enormous success over the past two years at the department," Secretary Peña said. "DOT has revamped its activities to move decision making to the 'front lines,' provide state and local partners with more choice and flexibility, and set goals and objectives for working better and focusing on customers."

The department is also ahead of schedule in reducing its civilian full-time equivalent positions. To date, DOT has reduced those positions by more than 7,000 while continuing to protect its critical safety and "front line" workers.

Peña added that the department has done extensive strategic planning, established state and local partnerships, moved to leverage federal transportation dollars, established performance standards and streamlined its regulatory process.

"The savings we're seeing from increased efficiency and from reinventing the way we do business about equals the cuts that some are proposing in critical areas like education and technology," the Secretary said. "These savings show that we can cut the deficit without crippling America's ability to compete in the future."

- more -

The department has implemented the president's guidance to get "back to basics." During the second year of the NPR, we implemented a review process which re-affirmed DOT's core missions of ensuring transportation safety, infrastructure investment and national security to better serve the transportation needs of the American public. In addition, the department has proposed a major restructuring of the department which would provide better service to the public at less cost.

DOT also has initiated a comprehensive program to improve its quality of service and be more responsive to its customers. Since the NPR initiatives were announced, the department has developed several pilot programs to improve performance including: the Coast Guard's marine safety, security and environmental protection program; the Federal Aviation Administration's Airways Facilities organization; the Federal Highway Administration's Federal Lands Highway program; and all of the National Highway Traffic Safety Administration.

The department has also published 30 customer service standards and plans to publish 24 more in 1996 as our commitment to our customers. These standards cover services we provide to millions of Americans, state and local governments and private businesses including commercial fishers, pilots and airlines, trucking companies, railroads, state and communities traffic safety organizations and American shippers.

In April, Secretary Peña announced the "reinvention" of the department which would consolidate its ten operating administrations into three and better support its core missions - an Intermodal Transportation Administration that will handle all surface and maritime transportation, a revamped Federal Aviation Administration, and the Coast Guard. "If our proposal receives Congressional approval," Peña said, "the department would be downsized dramatically to reduce unnecessary overhead and the FAA's air traffic control system would be permitted to function more like a business and be supported by the airlines it serves."

Last June, the department sent its regulatory reform initiatives to the president. As a result of a page-by-page review conducted in response to the administration's directive to cut government red tape, focus on results and develop alternatives to burdensome federal regulations, DOT identified many changes to decrease regulatory and paperwork burdens. This included eliminating 1,450 pages of the Code of Federal Regulations, about 13 percent, and rewriting another 37 percent to make them easier to understand and more outcome focused.

Over the past two years, the department has met with state and local officials and their message was "simplify the requirements, and increase the flexibility so that we can make the programs work for us, not make us work for the programs." Today, we are working together to simplify the systems, increase innovative financing under existing authority and to streamline the regulatory process.

"We're proud of what we've accomplished in two short years," Peña said. "However, we will continue the process until we create an organizational climate which ensures that transportation dollars are spent wisely and makes clear the need for increased partnerships with our state, local, metropolitan and private sector colleagues."

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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, September 7, 1995

**DOT 152-95**

Contact: Bill Schulz

Tel.: (202)366-4531

**PEÑA CALLS NHS ENACTMENT CRITICAL  
FOR NATION'S TRANSPORTATION FUTURE**

**But Warns of Additions Which Threaten  
\$5.2 Billion in Funding to the States**

Calling approval of the National Highway System (NHS) one of the Administration's top transportation priorities and "a cornerstone of our nation's intermodal transportation system for the next century," Transportation Secretary Federico Peña today urged Congress to pass legislation before the September 30th deadline.

In a letter today to House Transportation and Infrastructure Chairman Bud Shuster, Secretary Peña said, "Timely passage of legislation designating the NHS will ensure that \$10.4 billion in critical federal-aid highway funds will flow to the states over the next two years for vitally needed infrastructure projects." Secretary Peña urged mark-up of the committee's bill this week to increase its likelihood of enactment. "I believe that a straightforward bill that avoids controversial issues is the best strategy to achieve that result."

Peña warned that a number of additions to the committee's bill could make final enactment problematic; including:

- o A requirement of future Congressional approval for specific additions or deletions, or intermodal connections to the system, which can be accomplished administratively by the DOT.

- more -

- o Highway demonstration projects and other additional spending which the DOT estimates would increase the deficit by \$2.2 billion over the next five years.
- o A "trigger" for early reauthorization of ISTEA, which would sequester FY '97 authorized funds until August 1, 1997. This, Peña stated, would "create a crisis atmosphere, interrupting already authorized funding for states and localities and stall vitally needed transportation projects."
- o Restricting the Federal Transit Administration's authority to enter into full funding grant agreements.

In a second letter to Shuster, Secretary Peña warned that attempts to use the NHS to weaken national maximum speed limits, drinking age, safety belt and motorcycle laws already begun in the Senate will increase demands of state and federal health and welfare programs.

"The \$137 billion total annual [1990] cost of motor vehicle crashes includes a \$3.7 billion impact on Medicare and Medicaid," said Secretary Peña. "Repealing these safety programs will add to an already immense burden."

Noting the these federally-mandated measures have helped to steadily decrease highway deaths to all-time lows, Peña stated, "Repealing the programs that have laid the foundation for this record low fatality rate is a step in the wrong direction. I do not believe the American people want their lawmakers to decrease public safety in the name of regulatory reform or under the banner of states' rights. That is too high a price to pay."

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<http://www.dot.gov/offairs/index.htm>*

**U.S. Department of  
Transportation**

Office of the Secretary  
of Transportation

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



U.S. Department of  
Transportation

# News:

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

FOR IMMEDIATE RELEASE  
Friday, September 8, 1995

DOT 153-95  
Contact: Bill Adams  
Tel.: (202) 366-5580

## MARKAIR TO MAKE REFUNDS

The U.S. Department of Transportation announced today that MarkAir agreed with the Department's request to modify its refund policy to provide certain holders of otherwise non-refundable tickets a full refund. This new refund policy was approved by the United States Bankruptcy Court for the District of Alaska on August 30, 1995.

The refund policy applies to those who purchased tickets after April 14, 1995, the date MarkAir entered bankruptcy, but before August 1, 1995, the date it temporarily ceased operations, for transportation on or after August 4, 1995, the date MarkAir resumed operations. Those ticketholders may request the refund during a two-week period from September 6, 1995 until September 19, 1995.

The right to a refund does not apply to holders of tickets issued in exchange for Permanent Fund Dividend vouchers after the airline's April 14 petition for bankruptcy, or to tickets issued after the airline's April 14 petition for bankruptcy in exchange for Subordinated Debentures pursuant to the terms of MarkAir's previously confirmed plan of reorganization.

MarkAir ticketholders interested in obtaining refund information should call their travel agent or write MarkAir directly, with their tickets included, at 12015 East 46th Avenue, Denver, Colorado, 80239. Consumers should retain a photocopy of any tickets mailed to MarkAir.

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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 11, 1995

DOT 154-95  
Contact: David G. Sanders  
Tel: (202) 366-0091  
Dennis E. Deuschl  
(202) 366-0110

## **CORPORATION HOSTS FALL TRADE MISSION TO BRAZIL AND VENEZUELA**

Rio de Janeiro, Brazil, and Caracas, Venezuela, will be the stops on the Saint Lawrence Seaway Development Corporation's 16th Seaway Trade Mission from Sept. 22 to 30.

Nineteen U.S. and Canadian maritime, trade and business officials will make up the mission delegation led by Corporation Acting Administrator David G. Sanders. The delegation will host presentations, meetings and receptions in each city for current or potential customers and maritime leaders.

"We have seen strong growth over the past few years in trade to and from South America through the Seaway," Sanders said. "Latin America has become a major trade region for U.S. and Canadian businesses, especially those in the Midwest. We are looking forward to educating potential customers about the advantages of shipping their goods into North America via the Great Lakes Seaway System."

The one-week business trip will mark the first visit by a Corporation trade mission to Venezuela and the second to Brazil. The first visit to Rio de Janeiro took place in November 1991.

The Corporation selected the mission sites based on statistical analysis and input from previous mission participants and executives in the Great Lakes maritime and business community.

Brazil, the largest country in South America, was the most frequent Latin American user of the Seaway in 1994, with shipments of steel, potash, clay, liquors, canola seed, molasses spirits and cocoa beans. Venezuela was second. Most of its trade through the Seaway last year was U.S. wheat exports and iron ore imports.

In addition to the one-week trip, there will be an optional three-day visit following the mission (Sept. 30-Oct. 2) to Panama City, Panama, for interested mission delegates to meet with local maritime and business officials.

The Seaway Trade Mission to Brazil and Venezuela, and the optional trip to Panama are certified by the U.S. Department of Commerce and will receive full support from the U.S. Consulate or Embassy in each city.

# # # # #

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**U.S. Department of  
Transportation**

Office of the Secretary  
of Transportation

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



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**

Tuesday, September 12, 1995

DOT 155-95

Contact: Elaine Matrigali

Tel.: (202) 366-5571

**SECRETARY PEÑA CONGRATULATES  
SEVEN LIFE SAVING MEDAL WINNERS**

As part of the kick off for the Clinton administration's *America Goes Back to School: A Place for Families and the Community*, Secretary of Transportation Federico Peña today congratulated seven young students from four states for their leadership, bravery and commitment to both their communities and their peers. The students, all members of the School Safety Patrol Program, are the winners of this year's AAA Lifesaving Medal.

"Your heroic efforts send a strong message to the thousands of young safety patrols and the students they protect," Secretary Peña said. "The President designated this back to school week to encourage all Americans to support family and community involvement in learning. He stressed improving our schools and making them safe places. By choosing to be patrols, and by doing your job well, you already have contributed to making it a safer place."

This year's winners include: Rickie C. Cook and Joshua J. Golden of Columbus, Ohio; Adam K. Wagner and Jarrod A. Stahl, Akron, Ohio; Joyce A. Jacobson, Broken Arrow, Okla.; Quintin Griffin, Seattle, Wash.; and Justin Greco of Milwaukee, Wis.

Each of these patrols, at the risk of their own lives, performed heroic efforts that send a strong message to the thousands of young safety patrols and the students they protect. They all demonstrated important as well as outstanding qualities that make them a credit to their schools and their nation.

- more -

For 75 years, the American Automobile Association has sponsored the national School Safety Patrol Program. Each year, 500,000 students serve as AAA school safety patrols in more than 50,000 schools (representing nearly 76 percent of U.S. communities).

The pedestrian death rate for children ages 5-14 used to be the second highest fatality rate of any age group; today they have the lowest. Experts credit School Safety Patrol programs with making a strong contribution to this significant improvement.

"It certainly has been a pleasure for me to meet and congratulate each of you today," Secretary Peña said. "It's not often that I find myself in a room full of young heroes and I find it particularly gratifying. Thanks for a job well done. Your parents, schools and communities, I'm sure, are as proud of you as I am."

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**U.S. Department of  
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Office of the Secretary  
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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  
Friday, September 15, 1995

DOT 159-95  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## **BOGOTA AIRPORT LACKS EFFECTIVE SECURITY MEASURES, PEÑA FINDS**

Secretary of Transportation Federico Peña has determined that Eldorado International Airport (BOG), Bogota, Colombia, does not currently administer and maintain security measures consistent with the standards established by the International Civil Aviation Organization (ICAO).

The Department of Transportation believes that air service operations can be safely continued there, if proper precautions are carefully observed. Currently, U.S. and foreign air carriers who fly direct to the United States are providing additional security measures that counter the deficiencies identified at BOG.

In view of the finding, Secretary Peña has directed that carriers issuing tickets for travel between the United States and Bogota notify passengers buying tickets of this determination.

The Secretary also directed that the determination be published in the Federal Register and displayed prominently at all U.S. airports.

The government of Colombia has stated that a serious effort is being exerted by BOG to correct these deficiencies. Recognizing this effort to bring BOG into compliance with ICAO standards, Secretary Peña expressed the department's desire to work with Colombian authorities, including the airport general manager, to achieve compliance. The Secretary announced that Federal Aviation Administration (FAA) personnel would be sent to BOG to help the airport correct security deficiencies. He also said that this determination would be reviewed within a six-month period.

-more-

Under the International Security and Development Cooperation Act of 1985, the DOT assesses security at foreign airports with direct service to the United States. If the Secretary of Transportation, in coordination with the Secretary of State, determines that security at an airport is not effective, the DOT is required to notify the foreign government of the findings and recommend corrective action.

The order, which is effective immediately, was issued after a team of security experts from the FAA assessed the security measures at the Eldorado International Airport and found they did not fully meet international standards.

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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**  
Sunday, September 17, 1995

DOT 161-95  
Contact: Bill Adams  
Tel.: (202) 366-5580

## U.S. Department of Transportation Assists in Hurricane Marilyn Emergency Response

Coordinating with the Federal Emergency Management Agency (FEMA), U.S. Transportation Secretary Federico Peña today dispatched senior Department of Transportation officials to hurricane damaged Puerto Rico and the U.S. Virgin Islands. Dr. David Sharma, Administrator for the Research and Special Programs Administration (RSPA) and Jerry Poston, Chief of the Federal Aid Division of the Federal Highway Administration (FHWA) departed Washington, D.C. today to join a damage assessment and emergency response mission led by FEMA Director James Lee Witt. The U.S. Coast Guard is already participating in recovery efforts.

President Clinton declared the U.S. Virgin Islands and Puerto Rico disaster areas Saturday, Sept. 16, making the islands eligible for federal emergency aid.

"Speedy response to natural disasters is one of President Clinton's highest priorities," Secretary Peña said. "Department of Transportation officials will inspect the damaged areas, meet with officials of the Virgin Islands and Puerto Rico and help coordinate the delivery of relief supplies and equipment."

Restoration of full flight operations at St. Thomas and St. Croix airports is vital to response efforts. The Federal Aviation Administration (FAA) has mobilized teams to assess damage to the airports, and to determine what equipment and supplies are necessary to restore the airports to full operation so that travelers can be evacuated and relief equipment and supplies can be delivered as quickly as possible.

- (more) -

-2-

From an aviation standpoint, the most critical hurricane damage occurred on St. Thomas, where the air traffic control tower at Cyril E. King Airport was severely damaged. FEMA and the FAA are working with the U.S. Air Force to mobilize a C-5 military transport aircraft to deliver an FAA mobile air traffic control tower, radar antenna and other equipment to St. Thomas to restore full flight operations. Operations at St. Thomas currently are limited to military and emergency flights.

The air traffic control tower at Alexander Hamilton Airport in St. Croix is fully operational for all flights from 7:00 a.m. until 10:00 p.m.. From 10:00 p.m. until 7:00 a.m., operations are limited to military and emergency flights. Operations at Luis Muñoz Marin International Airport in San Juan are normal. The FAA facilities sustained only minor damage.

Many boats are reported aground in harbors and bays throughout the U.S. Virgin Islands. Coast Guard aircraft are flying personnel and relief supplies, and law enforcement detachments from Miami have been flown to St. Thomas to assist local law enforcement officials maintain security at the airport.

The Coast Guard is continuing to search for three missing people from two fishing vessels that sank during Hurricane Marilyn Friday evening. An HH-65 Dolphin Helicopter from Coast Guard Air Station Borinquen, Puerto Rico, rescued two people Sept. 17 that had been aboard a fishing vessel. The two people were flown to Naval Station Roosevelt Roads for medical attention. Helicopters from Air Station Borinquen also rescued two men Saturday morning. The men were hoisted aboard Coast Guard HH-65 Dolphin helicopters and flown to Naval Station Roosevelt Roads. The men received medical attention at the Naval Station and both are in good condition. The Coast Guard searched over 1,100 square miles Saturday for the remaining three missing people.

Two Coast Guard C-130 fixed wing aircraft are surveying the damage caused by the hurricane. Three Coast Guard cutters, *Escanaba*, a 270-foot medium endurance cutter homeported in Boston, Massachusetts, and *Durable* and *Vigorous*, 210-foot medium endurance cutters homeported in St. Petersburg, Florida, and Cape May, New Jersey, respectively, are assisting in relief and rescue efforts.

During the first 180 days, FHWA will pay 100 percent of the costs to reopen federal aid roads. While there are reports of roads on the island that are closed due to flooding and debris, a full assessment of the damage to federal aid roads is underway.

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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 20, 1995

Contact: Bill Schulz  
202-366-4570

## MEDIA ADVISORY

Secretary of Transportation Federico Peña, Federal Aviation Administration Deputy Administrator Linda Daschle and FAA Associate Administrator Monte Belger will hold a news conference Thursday, September 21, to announce preliminary findings of an FAA review of air traffic control emergency and backup procedures to ensure continuing safe operation of the system. FAA reform legislation and the need for full FAA funding in the FY '96 budget will also be addressed.

- WHO:** Secretary of Transportation Federico Peña  
Federal Aviation Administration Deputy Administrator Linda Daschle  
FAA Associate Administrator Monte Belger
- WHAT:** Announcement of preliminary findings of FAA review of air traffic control emergency and back-up measures, update on need for FAA reform legislation and FAA funding
- WHERE:** Marx Media Center, Room 2201  
U.S. DOT  
400 SW 7th Street, Washington, D.C.
- WHEN:** 1 p.m., Thursday, September 21, 1995

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(Note: The briefing is open to credentialed media only.)



U.S. Department of  
Transportation

# News:

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

FOR IMMEDIATE RELEASE

Thursday, September 21, 1995

DOT 164-95

Contact: Bill Schulz

Tel.: (202) 366-4570

## PEÑA ADDRESSES IMPROVEMENTS IN FAA AIR TRAFFIC CONTROL OPERATIONS

FAA Takes Action on Preliminary Findings on  
Staffing, Training and Communications

U.S. Transportation Secretary Federico Peña today said that while the nation's air traffic control system's safety and reliability have steadily increased in recent years, the Federal Aviation Administration (FAA) is instituting a series of measures to improve staffing, training and communications throughout the system.

"By an objective standard of performance, the nation's air traffic control system is operating better than at any time in the past twelve years - 99.4% availability," said Secretary Peña. "But at the same time, our concern about the system's aging equipment means we must ensure we are doing all we can to improve safety."

Secretary Peña added, "In the long-term, completion of the FAA's equipment modernization program will revolutionize air traffic control. But in the short-term, we must, and will, do more to ensure the safest skies in the world."

Last month, Peña directed an FAA task force to review operations at the country's 21 Air Route Traffic Control Centers (ARTCC). Interviewing over 500 personnel at the centers, the task force is now preparing a final report due October 6, over three weeks ahead of a previously announced November 1 deadline.

- more -

Secretary Peña said that the task force, led by FAA Associate Administrator Monte Belger, had made preliminary findings illustrating a need to focus action on six fundamental areas:

- Staff levels, particularly of equipment maintenance personnel in key centers
- Controller and technician training
- Contingency planning
- Emergency communications capabilities
- Fragile, aging equipment
- Communication between facilities

Secretary Peña announced a series of key actions, some of which have already begun to address these concerns, including:

- ▶ the program, already underway this year, to hire 116 new maintenance technicians by September 30;
- ▶ improved equipment training for all technical support employees;
- ▶ a review conducted by both FAA and outside technical experts to be completed November 1 examining the ARTCC facilities' system design and emergency and backup procedures;
- ▶ installation of new advanced power conditioning units at each center to provide stable power. Ten such systems have been installed;
- ▶ increased training for center and terminal controllers on how to transition from primary to backup systems;
- ▶ placement of 50 additional controllers for the Chicago Center, the nation's busiest facility; and
- ▶ creation of a team of non-FAA experts to review the primary and backup systems' power designs.

Additionally, last month the FAA announced plans to replace computers in the nation's five busiest air traffic control facilities at a cost of \$65 million. The first replacement will be operational in Chicago in October, 1997, 16 months ahead of the scheduled installation of the modernization program equipment.

"This new system will be the backbone of our nation's air traffic control in the next decade," said Secretary Peña. "But as existing equipment will only get older, it is vitally important that the FAA take every available measure to maintain a safe and reliable system."

Concerned about delays, increased costs and management of the Advance Automation System (AAS) project, Secretary Peña and FAA Administrator David Hinson ordered a comprehensive review in late 1993. In June, 1994, two parts of the program were cancelled and the rest restructured, and an independent audit of software was undertaken. In September, 1994, the audit determined that the system software was sound and that further contract modifications would cut two to three years off the installation of the system.

"When we came into office almost three years ago, we quickly realized this project was out of control," said Peña. "By taking the right steps in a timely manner, we managed to cut years off the project schedule and save more than a billion dollars in cost overruns."

Additionally, Peña reasserted his belief that legislation sponsored by Senators McCain (R-AZ) and Ford (D-KY) to give the FAA the power to fundamentally reform its personnel, procurement and financing functions represents a major step forward to reform the agency, and also stated support for appropriations language by Sen. Hatfield (R-OR) exempting the agency from federal hiring and purchasing rules.

However, Secretary Peña cautioned that unless Congress provided the full funding the President proposed for the FAA in the 1996 budget, some services would have to be curtailed. The administration has recommended \$4.7 billion for FAA operations, but a Congressional conference committee is meeting this week to resolve the Senate's proposal to cut \$160 million and the House mark of \$110 million less.

"The FAA has already cut its annual budget by \$600 million and downsized its workforce by 5,000 in the last two years," Deputy FAA Administrator Linda Daschle said. "We are urging Congress not to force us to make further cuts, including a five percent pay cut for controllers and technicians."

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U.S. Department of  
Transportation

# News:

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

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REMARKS PREPARED FOR DELIVERY  
SECRETARY OF TRANSPORTATION FEDERICO PEÑA  
FAA PRESS CONFERENCE  
SEPTEMBER 21, 1995  
WASHINGTON, D.C.

Over two years ago I called for a major overhaul of the air traffic system within the FAA. I brought to the attention of the American people and the Congress that while our system was safe, it had old equipment, inadequate financing and personnel rules which made it difficult to assign air traffic controllers and maintenance personnel where we needed them.

I invited the media to take pictures of our towers and old radar screens. I showed you old UNIVAC computers and vacuum tubes that should be replaced with computer chips. And Vice President Gore and I submitted reform legislation to the Congress to correct these problems.

In the meantime, our air traffic control system has experienced interruptions, power outages and other problems that have caused the travelling public to raise questions about the safety of the system.

So today I'd like to speak directly to the American people ... and to the media ... about the safety of our system and our aggressive actions to modernize our nation's air traffic control system.

Let me begin my making a simple, but straight-forward statement: Our skies are the safest in the world. And I'm committed to doing whatever it takes to keep it that way. This administration since day one has focused on making our aviation system better and safer for millions of people who fly every day.

Despite the reports about aging equipment, system breakdowns, power outages and the like, the plain truth is: the system is safer today than it was last year ... safer than a decade ago.

In fact, American skies are the safest anywhere, period. And flying continues to be the safest way to travel.

- more -

Take a look at this chart. It shows the track record for availability of air traffic equipment to controllers over the last dozen years or so, a good measure for how well the system is working. Now follow the performance trend line ... it moves steadily higher. There are a few bumps along the way, but the trend is clear. In 1985, a low point, controller equipment was up and running 98.6 percent of the time. Today it's running at 99.4 percent.

That means 99.4 percent of the time the nation's air traffic control system is fully operational, 24 hours a day, 7 days a week, every day of every year ... even with 30-year old system equipment. It's a real testament to the hard work and dedication of the technicians who keep the system operating and to the air traffic controllers who use it.

Still, that's not good enough. I want availability to be 100 percent ... all the time. That's my goal.

Our strategy to get there has four parts.

First, we are aggressively installing the most technologically advanced system in the world. It was once referred to as the AAS (Advanced Automation System). It's a bold, complex project that will cost some \$5.4 billion.

When we took office two years ago, I realized the program was out of control. It was running over budget and behind schedule. We fixed that and are now back on track.

This modernization effort is the backbone of the air traffic system of the future.

We will install new, interim support computer software and hardware to replace today's old computers at five of our busiest centers by early 1997. Then beginning in 1998, we will start replacing all of the automation equipment at our 21 centers across the nation.

We will replace the 30-year old display consoles, install modern controller workstations, and allow for future additions of new technologies of the next century.

We will automate our terminal radar control facilities -- TRACONS as we call them -- to allow us to use commercial off-the-shelf software and components. This will save time and development money.

This installation at our TRACONS begins in 1998 and will be completely installed at all TRACONS by 2003.

We're replacing equipment in the top 70 airport towers, including new state-of-the art computer displays and radars, starting in 1997.

And just this month, we signed an eight-year, \$150 million contract with a consortium led by Hughes Aircraft that will enable us to use satellite communications and the global positioning system to guide and communicate with airplanes as they fly across the world's great oceans.

As you can see, this complex modernization will take time to make fully operational. But it's back on budget and on schedule and we're bringing in new corporate partners.

In the meantime, we are likely to continue to experience some interruptions of our current system, even at 99.4 percent availability.

We have some photographs of some of the new equipment that will go into the new system. You might want to take a look at them after the press conference.

We're not waiting for the new advanced system to come on line. Instead, the current system is continuously updated with new equipment, computer software, and shifting of personnel to the busiest airports.

We have not yet publicized the fact that some 2,700 new pieces of top-notch advanced gear have been installed over the last two years -- that's about 10 percent of existing equipment.

We've installed 27 Terminal Doppler Weather Radar systems. These help airport controllers detect deadly wind shears.

Twenty-nine state-of-the-art advanced radar systems (ASR-9s) have recently been deployed, which will help busy airports to better track nearby aircraft. And 14 advanced ground radar systems are now online that help air tower controllers keep track of taxiing aircraft and service vehicles, helping to prevent collisions.

As a result of a severe power outage in Oakland, California, which closed down air traffic in the region for several hours, I ordered the FAA to speed up it's equipment-replacement program. Some \$65 million worth of computers will go into facilities in the busiest air traffic regions -- including Chicago, Cleveland, Ft. Worth, New York and Washington, D.C. -- 16 months earlier than planned. These will vastly improve the efficiency of the current system.

Our second strategy has been to take immediate, short-term measures to address future interruptions.

First, we've hired more technicians nationwide ... 116 by October 1. Secondly, we've beefed up training for technicians and controllers. For example, the FAA is developing a computer-based simulator to better train people in switching to backup systems when the primary equipment goes down.

Third, we're installing new, state-of-the-art equipment to stabilize electrical power at all air traffic facilities. This should help prevent the kind of power outages that have been giving us trouble. Ten of these power systems have already been installed. By early 1997, all these backup systems will be in place at all centers.

Fourthly, 50 more controllers will be working at the nation's busiest air traffic facility ... the Chicago center. Moreover, Monte Belger, who heads up the air traffic system, has recently completed on-site reviews of our 21 centers. Monte, who's here today, will talk about the review in just a minute .. but let me address the six key areas where more action will be needed.

They are:

- Beefed up staffing at key control centers, especially maintenance personnel.
- Expanded training for controllers and technicians. We've already gotten a start on training but more is needed.
- Better contingency planning.
- Expanded emergency communications capabilities.
- Replacing fragile, aging equipment more quickly.
- Better communication among the 21 control centers.

As more steps are taken based on these findings and the FAA's ongoing effort to improve safety, we'll be publicizing our additional actions based on the teams' review.

Now that's a lot, but we can't do it alone. We also need some help from Congress. That brings me to our third strategy ... adequate funding from the Congress.

First we're going to need all the funding the FAA has requested for new fiscal year 1996. I recommended \$4.7 billion for FAA operations. However, a congressional conference committee is considering a substantial cut from my request. The size of the cuts -- \$160 million in the Senate version and \$110 million in the House -- are big enough to seriously harm the integrity of the very air system we're trying to make better.

Yes, it could reduce airport security, prevent hiring needed safety inspectors, and close small airport towers.

I'm also concerned about deep cuts in FAA research and development.

We strongly supported the 5 percent premium pay for air traffic controllers and we'll be expressing our concerns about changes in the federal retirement system, which could force maintenance people to retire early. This would add to our problems.

Let me show you our problem. Take a look at this other chart. It shows you what we're up against. Those top lines show you the rise in the workload for the FAA and the air controllers. Thirty-five percent jump in the number of people flying by fiscal 2002. An 18 percent rise in airport commercial operations.

I urge lawmakers to give the FAA the funds it needs to do its vital job.

Our fourth strategy recognizes that the FAA needs the flexibility to operate more like a business than a byzantine bureaucracy. Congress must move ahead rapidly on a bipartisan compromise plan sponsored by Senators McCain, Ford and Hollings. We support the thrust of this legislation. The FAA reform legislation would give the agency the freedom it needs to continuously update its technology and to shift personnel more easily to where workers are needed the most, and to have long-term financing to bring on new technologies of the future.

Let me end on this. I've been up here about 15 minutes. In this time 500 planes have taken off or landed safely. That doesn't make news. You won't write about that tomorrow. But it is a fact. We have the safest system in the world and with our plan of action, and the help of the good people at FAA, we're going to make it even safer.

Thank you.

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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 27, 1995

DOT 168-95  
Contact: Carolee Bush  
Tel.: (202) 366-6946  
Donald Bright  
(202) 366-4373

## ON-TIME FLIGHT PERFORMANCE STATISTICS NOW AVAILABLE ON-LINE

The Department of Transportation's Bureau of Transportation Statistics (BTS) announces that on-time flight performance statistics for air travel between selected U.S. cities served by various airlines are now available on-line on the BTS Home Page.

The data are compiled by the Office of Airline Information (OAI) which recently transferred to BTS, and cover nonstop scheduled flights between points within the United States (including territories) by the 10 largest U.S. carriers, i.e., those with a least one percent of total domestic scheduled-service passenger revenues. These airlines account for more than 90 percent of domestic scheduled passenger service revenues. The 10 airlines include Alaska, American, America West, Continental, Delta, Northwest, Southwest, TWA, USAir and United Airlines.

Dr. T. R. Lakshmanan, director of BTS, noted, "Airline data are a significant component of DOT's intermodal data banks because most long distance interstate and international commercial passengers travel by air. On-time flight performance statistics will permit consumers to better assess the timeliness of services that are available to them when making travel plans."

The on-time statistics contain data filed by the airlines each month with the department as required by DOT regulations. While the rule requires carriers to report on operations to and from the 27 largest U.S. airports (those with at least one percent of the nation's total domestic scheduled-service passenger enplanements), all 10 airlines have voluntarily provided data for their entire domestic systems, and that information is included in these reports.

-more-

In addition to on-time flight performance statistics, the BTS Home Page contains national transportation information and statistics. In the near future, international transportation data also will be available to the public.

- o The **BTS Home Page** can be accessed via the **World Wide Web** at **<http://www.bts.gov>**
- o From there, users can select **Office of Airline Information** and then **On-Time Statistics**
- o Access is also available through **<gopher://gopher.bts.gov>** or **<ftp://ftp.bts.gov>**
- o General information is available through **e-mail** by writing **[info@bts.gov](mailto:info@bts.gov)**

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*An electronic version of this document can be obtained via the World Wide Web at:  
<http://www.dot.gov/affairs/index.htm>*

**U.S. Department of  
Transportation**

Office of the Secretary  
of Transportation

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



U.S. Department of  
Transportation

# News:

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

**FOR IMMEDIATE RELEASE**  
Wednesday, September 27, 1995

DOT 170-95  
Contact: Bill Mosley  
Tel.: (202) 366-5580

## **SECRETARY PEÑA URGES PROMPT ACTION ON FAA REFORM**

Secretary of Transportation Federico Peña today urged a Senate subcommittee to act promptly on legislation that would help address the financing, personnel and procurement needs of the department's Federal Aviation Administration (FAA).

S. 1239, the Air Traffic Management System Performance Improvement Act of 1995, is a "major step forward" toward allowing the FAA "to manage its services and resources with a goal of saving time and dollars," Secretary Peña said in testimony to the Aviation Subcommittee of the Senate Commerce, Science and Transportation Committee.

The bill would give the FAA authority to develop a modern procurement system, a flexible personnel system that provides greater incentive for higher performance. It also recognizes the compelling need to address the FAA's budgetary challenges, proposing to move to a fee-based system of financing.

"In addition, S. 1239 appropriately demands better performance from the FAA as respects regulatory responsiveness, more efficient delivery of services, and better management," he added. "Along with this greater flexibility, there should also be greater accountability."

Reform is necessary to assure that the FAA is able to meet the growing needs of the airline industry and flying public, Secretary Peña said. By the year 2002, more than 800 million passengers will be flying the nation's skies, a 35 percent increase over 1995, he said. During this period, the FAA's overall workload is expected to increase by 32 percent while staffing, under current budget assumptions, would decrease 27 percent and its budget could decline by 15 percent.

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"Financial reform that will provide adequate resources to the FAA and long-term financial stability is the most critical element of agency reform," the Secretary said. S. 1239 begins to address this need by asking the systems users to pay a fair share for the services they receive while linking the collection of fees to agency performance.

The bill provides the FAA the initial authority to charge for non-air traffic services. Under the bill, the FAA also could levy fees for air traffic control services, but only after current user taxes have been reduced and with a limit on the aggregate amount of fees that could be imposed on any segment of aviation. Any proposed fee schedule would have to be submitted to Congress for review before it could be implemented. User fees collected by the FAA would be credited to an agency revolving fund as offsetting collections, meaning that such receipts and outlays would not be scored under the discretionary budget caps.

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

400 Seventh St., S.W.  
Washington, D.C. 20560

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U.S. Department of  
Transportation

# News:

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

FOR IMMEDIATE RELEASE  
Friday, September 29, 1995

DOT 173-95  
Contact: Bill Adams  
Tel.: (202) 366-5580

**U.S., HONG KONG REACH  
NEW AVIATION AGREEMENT**

A new, "stand-alone" agreement has been reached between the United States and Hong Kong to govern aviation services, U.S. Transportation Secretary Federico Peña announced today. This new agreement replaces a more restrictive aviation agreement with the U.K., and will provide for stability and expansion of the thriving U.S.-Hong Kong air transportation market as jurisdiction over the region reverts from British to Chinese control in mid-1997.

"After years of stalled negotiations, today's agreement represents an important breakthrough which will bring benefits to the economies of both sides," said Secretary Peña. "This success is the product of the administration's renewed focus on our relationship with the fast-growing Asian community. It builds on our other recent advances in Japan and the Philippines, and enhances the stability of our future relations with this important aviation partner." Peña will travel to several Asian countries to meet with Asian transportation leaders in November to promote U.S. economic interests in this important region.

The agreement culminates recent efforts by the U.S. to end a longstanding stalemate. It preserves the liberal aspects of the pre-existing arrangement with the U.K. and expands commercial opportunities available to U.S. airlines and communities.

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The new route opportunities may be operated immediately pursuant to a Memorandum of Understanding, while the formal Air Services Agreement is subject to review and approval of a joint Sino-British liaison group in Hong Kong.

Under the new agreement, the U.S. will get:

- 0 the right to select carriers to provide non-stop service opportunities from three additional U.S. gateways;
- 0 preservation of open competitive entry and unrestricted service offerings (capacity) from all U.S. points;
- 0 preservation of the U.S. "round the world" service which United Airlines intends to reintroduce in December of this year (New York-London-India-Hong Kong-LA-New York, in both directions);
- 0 important new flexibility for U.S. cargo airlines to expand their international networks in the Pacific Rim through service opportunities between Hong Kong and the Philippines, Korea, and Thailand (a total of eight weekly frequencies).

Commercial air services are presently governed by the U.S.-U.K. agreement. Pursuant to a Joint Declaration by the People's Republic of China and the U.K. on future arrangements for Hong Kong, Hong Kong/U.K. authorities and the U.S. have been negotiating this new, stand alone agreement which will continue in force after 1997.

U.S.-Hong Kong air traffic is growing at an impressive rate. Passenger traffic in 1994 was just over 1 million, an increase of 12 percent over 1993. Cargo traffic stood at 100,000 tons and reflected an astounding 38 percent growth over 1993.

The U.S. flag market share of the passenger market was 64 percent. Market share of U.S. cargo traffic was 70 percent.

Scheduled passenger-cargo combination services are provided by Continental, Continental-Micronesia, Delta, Northwest and United. All-cargo services are provided by Atlas, FedEx, Northwest, Polar, Southern, Tower and UPS.

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