



U.S. Department of  
Transportation

# News:

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

FOR IMMEDIATE RELEASE  
Tuesday, January 2, 1996

DOT 01-96  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## DOT ISSUES MONTHLY AIR TRAVEL CONSUMER REPORT

The Department of Transportation today released its monthly Air Travel Consumer Report, which contains information on airline on-time performance, mishandled baggage and consumer complaints for November 1995.

According to the report, the 10 largest U.S. carriers posted an on-time arrival record of 77.9 percent in November, down from October's 82.1 percent mark.

The carriers compiled a mishandled baggage report rate of 5.02 per 1,000 passengers in November, not as good as October's rate of 4.41 but an improvement over November 1994's 5.28 mark.

Consumers filed 385 complaints about airline service with the department in November, fewer than both the total of 518 recorded in October and 485 in November 1994.

Consumers may file their complaints with the Aviation Consumer Protection Division, U.S. Department of Transportation, C-75, 400 7th St., S.W., Room 4107, Washington, D.C. 20590. The department registers the complaints received and monitors trends to direct its compliance and enforcement efforts.

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

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Tuesday, January 2, 1996

DOT 02-96  
Contact: Kevin P. O'Malley  
Tel: (202) 366-0091

## GAIL C. MCDONALD SWORN IN AS NEW SEAWAY ADMINISTRATOR

Secretary of Transportation Federico Peña today swore in Gail C. McDonald, former chairman and a commissioner of the Interstate Commerce Commission (ICC), as administrator of the Saint Lawrence Seaway Development Corporation.

The Corporation operates and maintains the St. Lawrence Seaway in cooperation with the Seaway Authority of Canada, and globally promotes increased maritime trade for the entire Great Lakes Seaway system.

Secretary Peña lauded McDonald for her "outstanding transportation leadership at the ICC, for her success in the private sector, and for her many achievements in state government in Oklahoma."

"This distinguished record makes her eminently qualified to assume the duties of the U.S. Seaway Administrator."

McDonald said: "I welcome the opportunity to work with the Department of Transportation and the Great Lakes maritime community in enhancing the competitive position of the Great Lakes Seaway system."

She added: "This dynamic international trade route generates enormous economic benefits for the binational region it serves, and I am committed to advancing its worldwide reputation as one of North America's busiest, cost-competitive and reliable marine transportation arteries."

McDonald is the Corporation's seventh administrator and the first woman to ever hold the post. She was appointed as an ICC commissioner by President Bush in 1990; became vice chairman in 1992; and was named chairman by President Clinton in February 1993. She served in that role until March 1995.

- more -



**U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Monday, January 13, 1996

DOT 05-97  
Contact: Bill Mosley  
Tel.: (202) 366-5580

## **U.S. Announces Open Skies Negotiations With Asian Economies**

Secretary of Transportation Federico Peña today announced a schedule for the commencement of formal "open skies" negotiations with four Asian economies -- Taiwan, Singapore, Malaysia and Brunei.

"This represents an important and concrete step toward our goal of making greater service and enhanced competition a reality over the Pacific, just as it has become in Europe," said Peña.

The negotiations will take place in Washington, D.C., beginning on January 21, with Singapore, followed by negotiations with Malaysia and Taiwan within the next two months. Negotiations with Brunei will take place through the U.S. Embassy there.

In addition, U.S. officials have been discussing the potential for open skies with New Zealand and anticipate further discussions with that country in coming months, once a new New Zealand government completes its policy review. The U.S. also expects to continue discussions with Korea on the prospects for open skies.

Secretary Peña has made pursuit of bilateral open skies agreements an important priority. Under his leadership, the Department of Transportation has achieved open skies agreements with 12 European countries and an open transborder agreement with Canada. The extension of U.S. open skies policy to Asia followed a mission to the Asia-Pacific region by Secretary Peña and more recent visits by Department of Transportation Deputy Assistant Secretary Mark Gerchick and State Department Deputy Assistant Secretary Joel Spiro.

- (more) -

Under an open skies arrangement, governments agree to lift all economic restrictions on the number, frequency, pricing and routing of commercial aviation between them. "We believe that open skies – essentially open markets in aviation -- offers the greatest benefits to consumers, shippers and air carriers both in the United States and in Asia, the world's most rapidly growing aviation market," Secretary Peña said. "Lifting government restrictions on aviation will mean opportunities for increased service and lower fares for travelers across the Pacific."

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U.S. Department of  
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# News:

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

**FOR IMMEDIATE RELEASE**  
Wednesday, January 17, 1996

DOT 06-96  
Contact: Ernest Wilson  
Tel.: (202) 366-6664

## **BTS PUBLICATIONS NOW AVAILABLE BY FAX ON DEMAND**

The Department of Transportation's Bureau of Transportation Statistics today announced the availability of a toll-free fax-on-demand service for BTS publications. Many of the publications that BTS traditionally has mailed can now be received via fax machine by ordering the documents through a free call on a touch-tone telephone.

"The Bureau of Transportation Statistics has performed a valuable service for transportation data users around the country," Secretary Peña said. "Accessibility to transportation data is vital to the transportation community."

Dr. T. R. Lakshmanan, Director of BTS, noted that, "This service allows for easy access and quick availability of the material by all who want it and is consistent with the Bureau's commitment to foster accessibility to transportation data."

Individual chapters and statistical tables from BTS products can be faxed upon request simply by keying in the product codes on your touch tone telephone. Items that can be faxed range from the BTS Telephone Contacts List for Users of Federal Transportation Statistics, the *1995 Directory of Transportation Data Sources*, to the soon-to-be added *1995 Transportation Statistics Annual Report (TSAR)*, as well as the latest BTS press releases and a product order form. Future information will include the preliminary results from the 1993 Commodity Flow Survey and an index to subjects contained in the 1990 Census Transportation Planning Package.

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Dr. Lakshmanan stated that many of these same materials are also available through the BTS Home Page on the world wide web: <http://www.bts.gov> as well as on CD-ROM. He noted that if the fax-on-demand service proves useful, BTS will continue to produce and maintain a more extensive library for transportation planners.

To order publications via this new service, dial the Bureau of Transportation Statistics' toll-free number, 1-800-671-8012 (from outside the U.S., dial 202-366-9516), and order the *BTS Fax-On-Demand Catalog*. After reviewing the catalog, call back and request the chapters and/or tables needed by dialing the toll-free number and keying in the product code number contained in the catalog.

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# News:

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

**FOR IMMEDIATE RELEASE**

Thursday, January 18, 1996

DOT 07-96

Contact: Bill Mosley

Tel.: (202) 366-5571

**DOT SEEKS COMMENTS ON PASSENGER  
NOTICES FOR TICKETLESS TRAVEL**

The Department of Transportation today asked for comment on whether and how passengers purchasing transportation on airlines that do not issue tickets can be provided consumer information currently provided to ticketed passengers.

Carriers selling air service with "ticketless travel," also known as "electronic ticketing," issue a confirmation number to passengers who call to purchase transportation, usually by credit card. Upon checking in at the airport the passenger is given a boarding pass. No ticket is issued.

DOT noted that ticketless travel, a practice which has recently grown among airlines, could reduce the cost of travel and make air transportation easier to purchase. However, the department has been concerned that notices providing consumer information, currently required to be provided on or with the ticket, might not be provided in a timely and useful manner under the new ticketless systems. Such notices include information on oversales, baggage liability, contract of carriage availability and refund penalties.

In a notice published in today's Federal Register, the department asked for comment on all aspects of providing the consumer notices in ticketless travel without placing unnecessary burdens on the carriers or undermining the advantages to consumers of electronic ticketing.

Comments are due in 60 days.

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

*The Notice of Proposed Rulemaking can be obtained at:  
<http://www.dot.gov/dotinfo/general/rules/aviation.html>*



U.S. Department of  
Transportation

# News:

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

**FOR IMMEDIATE RELEASE**  
Thursday, January 18, 1996

**DOT 08-96**  
Contact: William Adams  
Tel.: (202) 366-5580

## **NANCY MCFADDEN SWORN IN AS DOT GENERAL COUNSEL**

Nancy E. McFadden has been sworn in as the Department of Transportation's General Counsel by Transportation Secretary Federico Peña. She was nominated to the position by President Clinton on Aug. 10, 1995, and confirmed by the Senate Dec. 22, 1995.

Secretary Peña said, "I am pleased to have someone of Nancy's background and experience as General Counsel. She is a welcome addition to the team."

McFadden comes to Transportation from the Department of Justice, where she served first as Assistant to the Attorney General and then as Principal Deputy Associate Attorney General. Attorney General Janet Reno said, "Nancy McFadden is an extraordinary public servant. Her high ideals and hard work will serve the Transportation Department well, just as they did at the Justice Department"

Before serving in the Justice Department, McFadden was a senior member of President Clinton's election campaign in 1992, and then Deputy Communications Director on the transition team in the office of the President-Elect. In private practice, she was with the law firm of O'Melveny & Myers in Washington, D.C.

McFadden, a native of San Jose, Calif., graduated with a bachelor's degree from San Jose State University and then received a J.D. from the University of Virginia School of Law.

She replaces Stephen Kaplan, who left in June to return to Denver.

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# News:

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

FOR IMMEDIATE RELEASE  
Monday, January 22, 1996

DOT 10-96  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## **HUNNICUTT NAMED ASSISTANT SECRETARY FOR AVIATION AND INTERNATIONAL AFFAIRS**

Secretary of Transportation Federico Peña today announced that President Clinton has named Charles A. Hunnicutt as Assistant Secretary for Aviation and International Affairs.

In his new post, Hunnicutt will oversee international aviation, international transportation and trade issues, airline economics and related matters.

"Charles' expertise in the international arena will serve us well in our efforts to build on our recent successes in opening up aviation markets around the world and creating new opportunities for travel and trade," Secretary Peña said. "We are pleased to have someone with his background to fill this extremely important position."

Prior to his current appointment, Hunnicutt was a partner in the Washington law firm of Robins, Kaplan, Miller and Ciresi. His practice involved all aspects of international trade. From 1980-87 he served as legal advisor to the chairwoman of the U.S. International Trade Commission.

Between 1977-80 Hunnicutt served at the Department of Commerce, first as assistant to the deputy assistant secretary responsible for textile trade policy and later as executive assistant to the undersecretary for international trade. In 1977, Hunnicutt worked on President Carter's transition team and in the White House Presidential Personnel Office.

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A native of LaGrange, Ga., Hunnicutt received his bachelor's degree from the American University in 1972 and his law degree from the University of Georgia in 1975. He received the certificate of the Hague Academy of International Law in 1975 and an advanced degree in international and comparative law from the Vrije Universiteit Brussel in Brussels, Belgium, the following year.

Hunnicutt also has been editor of the Georgia Journal of International and Comparative Law and president of the Washington Foreign Law Society.

He currently resides in Alexandria, Va.

Hunnicutt becomes assistant secretary under a recess appointment, which was made while Congress was not in session, and does not require Senate approval. He serves at the pleasure of the President, and his term expires at the end of the next session of Congress.

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# News:

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

FOR IMMEDIATE RELEASE  
Thursday, February 29, 1996

DOT 45-96  
Contact: Bill Mosley  
Tel.: (202) 366-5571

**U.S., GERMANY REACH  
"OPEN SKIES" AVIATION AGREEMENT**

Secretary of Transportation Federico Peña announced today that U.S. and German negotiators have reached agreement on a new "open skies" aviation relationship between the two countries.

The open skies agreement with Germany will more than double the level of passenger traffic between the United States and open skies markets in Europe, increasing from just under 20 percent currently to nearly 40 percent of the total European market.

The agreement would allow U.S. and German carriers to fly to each other's countries, and to third countries, without restrictions on the number of flights, their routings, or the prices they charge.

"This agreement -- with an aviation partner that has the second-largest European market for U.S. carriers -- can dramatically expand service and price options for consumers of both nations," Secretary Peña said. "It builds upon the success of President Clinton's international aviation policy in Europe where we achieved 10 new open skies agreements last year, and will encourage a more dynamic and competitive marketplace throughout the continent."

In connection with the agreement, both sides also relaxed existing limitations on the number of flights between the two countries for the upcoming summer season. This will permit all U.S. carriers to fly all of the flights that they previously asked DOT for permission to operate. The department will promptly take the necessary action to see that outstanding U.S. requests are granted, the Secretary said.

-more-

The German government has indicated its intention to put the new agreement into effect only after the U.S. government rules favorably on a request by United Airlines and Lufthansa German Airlines for antitrust immunity for their business alliance. In response, during initial informal talks, the U.S. government made it clear to Germany that antitrust immunity could not be a subject for negotiation. The U.S. government stated that the consideration of antitrust immunity was an entirely separate and independent process, and therefore it would not be able to make any commitment to the outcome of that process.

The open skies agreement came after week-long negotiations in Washington and after months of informal discussions between U.S. and German officials, which led to a Feb. 1 agreement on a new open skies framework.

The agreement:

- Allows airlines of both countries to operate to any points in either country, as well as to third countries, without limitation.
- Allows airlines of both countries to price without restriction.
- Removes restrictions on code-sharing, making it easier to form airline alliances; and
- Further liberalizes the open skies cargo regime.

The agreement also provides for a more liberal operating environment for charter services, and assures a liberal "doing business" environment for the airlines of both countries.

Secretary Peña also announced an agreement between the two countries on a new Bilateral Aviation Safety Agreement (BASA). This agreement will promote aviation safety by enhancing cooperation in areas ranging from airworthiness approvals to environmental testing, the Secretary said. In connection with the agreement, both countries underscored their common concern for the safe operation of civil aircraft and their shared commitment to the promotion of aviation safety. They agreed that a BASA would advance the achievement of these important objectives, the Secretary said.

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# News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE  
Tuesday, March 5, 1996

DOT 49-96  
Contact: Bill Mosley  
Tel.: (202) 366-5571

**U.S.-CANADA AVIATION AGREEMENT SPEARHEADS  
GROWTH IN ECONOMIES, INTERNATIONAL AIR TRAVEL,  
SECRETARY PEÑA SAYS**

The new, liberal U.S.-Canada bilateral aviation agreement stands at the forefront of the Clinton administration's accomplishments in opening aviation markets and bolstering the U.S. economy, Secretary of Transportation Federico Peña said today.

Speaking at the annual Commercial Aviation Forecast Conference held by the department's Federal Aviation Administration (FAA), Secretary Peña said the agreement with Canada, signed on Feb. 24, 1995, has produced dramatic growth in both air travel and the economies of the two countries.

"Never in commercial aviation history has a new agreement spurred such growth," said the Secretary. "Traditionally, passenger growth had been 3 percent per year between our nations. Last year the market grew five times that amount. Flights are up 40 percent, 45 new routes have been added, and 14 U.S. cities have new nonstop services to Canada."

Secretary Peña said that the new agreement led to an avalanche of applications from both U.S. and Canadian carriers for new service, boosting the economies of both countries. "It pumped an additional \$2 billion into our economies in 1995," Secretary Peña said. "By the year 2000, this agreement will expand economic activity by \$15 billion -- at no cost to either government, but indeed to the benefit of both countries.

-more-

"The rest of the world, I believe, would gain by looking at what Americans and Canadians have accomplished together," the Secretary said. "The lesson to learn is that the economic pie gets bigger when you open markets, not smaller."

Secretary Peña said that the future of commercial aviation remains bright. The FAA has forecast an annual growth rate of 5.3 percent for U.S. international air travel over the next 12 years, compared to 4 percent growth for domestic flights. This would continue the strong overall growth trend in the U.S. aviation industry, which last year experienced its second straight year of profits and traffic growth, according to the forecast report. Overall U.S. air carrier passenger levels, which grew by a yearly average of 1.1 percent between 1987 and 1993, rose 13.6 percent over the past two years, the report said -- the largest back-to-back increase in eight years.

Secretary Peña noted that the Clinton administration has created opportunities for new aviation services throughout the world. Last year the United States signed open skies agreements with 10 countries in Europe, effectively deregulating U.S. aviation services in those markets. In February of this year, the United States reached an open skies agreement with Germany that will increase from 20 to 40 percent the size of the European aviation market operating under free-market conditions.

Also last year, the United States helped continue the rapid expansion of aviation services between the United States and Asia, where U.S. airlines now generate more revenue than on European routes, the Secretary said. New agreements were signed with the Philippines, India, China, Thailand, Hong Kong and Macau. In South America, U.S. carriers have new opportunities to serve Brazil and Peru.

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FOR IMMEDIATE RELEASE  
Tuesday, March 5, 1996

DOT 50-96  
Contact: Bill Mosley  
Tel.: (202) 366-5571

WINTER WEATHER BELIEVED TO CAUSE  
FLIGHT DELAY RISE IN JANUARY;  
BUMPING DECREASES IN 1995

Harsh winter weather is believed to be the cause of January's record rate of flight delays, as reflected in the Department of Transportation's monthly Air Travel Consumer Report released today.

The 10 largest U.S. airlines recorded an on-time arrival rate of 62.7 percent in January. The previous low in on-time performance was the 66.4 percent mark set in December 1987. On-time data was first collected in September 1987. According to the National Weather Service, snowfalls in January broke all-time records along much of the East Coast and in the Midwest.

The consumer report also shows that the carriers' rate of denied boarding, or bumping, improved in 1995 compared to 1994. The carriers compiled a bumping rate of 1.06 per 10,000 passengers in 1995, an improvement over 1994's rate of 1.17. The rate for the fourth quarter of 1995 was 1.16, compared to the 1.04 rate posted during the last three months of 1994.

The airlines had a mishandled baggage rate of 7.70 complaints per 1,000 passengers in January, a figure almost unchanged from December's 7.71 rate but not as good as January 1995's mark of 6.57.

Consumers filed 708 complaints about airline service with the department in January, well above both December's 308 complaints and January 1995's total of 538.

Consumers may file their complaints with the Aviation Consumer Protection Division, U.S. Department of Transportation, C-75, 400 7th St., S.W., Room 4107, 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, March 19, 1996

DOT 54-96

Contact: Bill Adams

Tel.: (202) 366-5580

## **DOT Budget Features Strategic Investments as Part of President's Balanced Budget Plan**

The President's balanced budget plan released today contains a Department of Transportation budget featuring not only strategic investment in infrastructure, safety and technology, but also major innovative financing measures to stretch federal funding.

The President proposed a \$37.54 billion Fiscal Year 1997 budget for the Department of Transportation, up slightly from FY 1996.

"By investing strategically in transportation infrastructure, safety and technology, the President's budget will continue to help grow our economy and improve the quality of life for all Americans," Secretary Peña said. "At the same time, the President's budget provides a smaller government that works better, costs less and puts us squarely on the path to a balanced budget."

Transportation Secretary Federico Peña said the FY 1997 budget request keeps the level of investment in infrastructure the public uses at about \$2 billion above the last year of the previous Administration, providing \$24.9 billion in new investment, \$1.8 billion more than the \$23.1 billion in FY 1993. Over the fiscal years 1994 through 1996, annual investment averaged \$25.5 billion.

The President's budget also proposes to increase DOT research and technology funding to \$1.06 billion, a 24 percent increase over Fiscal Year 1996.

The President's budget proposes an eight percent increase in direct safety spending over FY 1996.

- (more) -

### Infrastructure Investment

The \$24.9 billion in new investments includes \$19.3 billion for highway programs; \$3.7 billion for transit capital; \$1.35 billion for airport capital improvement grants; and \$587 million for Amtrak and the Northeast Corridor capital programs.

Peña said, "The \$200 million we propose for the Northeast Corridor will support electrification of the New Haven to Boston segment, which will begin this year. We are also requesting \$80 million for the acquisition of trainsets for the Northeast Corridor and related facilities, as Vice President Gore announced last week.

"The \$800 million for transit new start projects will enable us to continue to meet our commitments to 11 projects now underway. And it will provide funds for new Full Funding Grant Agreements for projects in San Francisco, Sacramento, Denver, St. Louis, northern New Jersey and San Juan. We just signed the San Juan agreement last week."

**Transit Assistance.** Many Americans are dependent on transit for their daily travel. To help ensure that transit is available to them, the budget requests \$500 million in transit operating assistance -- \$100 million more than Congress provided this year.

### Innovative Financing

Peña said that two years ago, the department established the Partnership for Transportation Investment in response to the President's call to create new opportunities to supplement federal funds with private funds. "As a result, to date, 74 projects in 35 states with a total value of more than \$4 billion are now underway," Peña said. "Work on these projects has been accelerated so they cost less and bring benefits to the economy and citizens sooner." This 1997 budget carries innovative finance forward with a new, important tool: state infrastructure banks (SIB).

**State Infrastructure Banks.** Peña said the department worked to ensure that National Highway System legislation approved in December by Congress provided for ten pilot State Infrastructure Banks (SIBs), an important new tool to leverage federal dollars by allowing States to create credit enhancement mechanisms and to support bond-financed programs that will bring more public and private investment into infrastructure improvement. "As a result, they will accelerate construction schedules. Fifteen states have applied for the ten slots available, and I expect to announce the winners soon," Peña said. The FY 1997 budget proposes \$250 million above the core Federal highway program for SIBs.

## Technology Development

President Clinton proposes to increase DOT research and technology funding to \$1.06 billion, a 24 percent increase over FY 1996. Significantly, the budget requests \$337 million for Intelligent Transportation Systems (ITS), including a \$100 million "Operation Timesaver" initiative to encourage states and localities to install fully functional Intelligent Transportation Infrastructure (ITI) in 75 of the largest metropolitan areas. Designed to improve the overall safety and efficiency of the nation's surface transportation system by utilizing advanced technologies such as global positioning systems, automatic vehicle location and variable message signs, ITI is expected to reduce the travel time for citizens in these communities by at least 15 percent.

"Investment in technology pays off when the technology is deployed," Peña said. "I was pleased last month to dedicate the new Doppler Weather Radar at Washington National Airport, the tenth airport at which this technology has been put into operation. Eventually, 45 of the nation's biggest airports will have this important technology, which virtually eliminates the threat of undetected wind shear, the number one killer of airline passengers."

Peña said the Advanced Automation System (AAS) for air traffic control was 33 months behind schedule and \$2.7 billion over budget when he assumed office. "Administrator Hinson and I moved promptly to redirect it," Peña said. "We now have agreements for the delivery and installation of new high tech computers at Air Route Traffic Control Centers and airport towers." The FY 1997 budget includes \$164 million for Display System Replacement, a key component of the restructured AAS. The budget also includes \$41 million for the Oceanic Automation System, which will permit "free flight" in ocean airspace, and \$74 million for the Wide Area Augmentation System to allow use of GPS for precision landing.

Peña said \$44 million is proposed for the Maritime Administration to guarantee almost \$600 million in loans for modern, competitive U.S. ships and shipyards. "For over 30 years, no American-made commercial vessels were sold to overseas buyers. But since 1993, American shipyards have signed contracts with a total value of \$450 million to produce and export nine vessels from 1994 to 1998. This means American jobs and the revitalization of American shipyards," said Peña.

Peña also urged Congress to approve legislation to establish the Maritime Security Program, requesting \$100 million in the FY 1997 budget to provide operating assistance for 47 vessels under this program.

## Transportation Safety

Peña said America demands and deserves an efficient and safe transportation system. Noting that 94 percent of transportation fatalities are from highway crashes, Peña said, "We have moved from over 54,600 highway fatalities in 1972 to a low of 39,250 in 1992. However, we are alarmed by the increase in highway deaths in the past three years to 41,500 in 1995. We know what has worked in the past: the portion of the public wearing safety belts has increased from 14 percent in 1983 to 68 percent in 1995 and the proportion of highway fatalities associated with alcohol use has declined from 56 to 41 percent in that time." The Clinton administration, during the last three years, increased direct safety spending substantially over the previous administration, "but in light of the upturn in fatalities, we must do more. So, for FY 1997, we propose \$2.6 billion -- an eight percent increase over this year."

To safely accommodate the growing number of people flying and the growing number of planes, the FY 1997 budget request provides for an increase in the number of FAA inspectors who do safety inspection and aircraft certifications by 258, and increases the number in field maintenance by 134 and adds 250 to the controller workforce.

The FY 1997 budget requests a four percent increase in Coast Guard safety funding over the current year, to \$756 million, and proposes \$34 million for pipeline safety, a nine percent increase over this year.

## Government Efficiency

Peña said, "President Clinton has believed from the beginning that bigger government isn't the answer to the Nation's problems," and said DOT had reduced the number of employees by more than 10,000, and will meet its goal of eliminating more than 1,000 pages, 13 percent, of DOT regulations in the Federal Register.

Peña also said, "We're fulfilling President Clinton's challenge to have a federal government that works better and costs less. We've cut more than 10,000 positions at DOT since 1993, so we're doing more with less."

Secretary Peña applauded the Coast Guard for implementing an aggressive streamlining plan to reduce overhead expenses by 1998 by \$400 million and trim their workforce by 4,000. Peña said, "This is an intelligent plan that streamlines the Coast Guard while preserving their ability to fulfill their important missions."

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# News:

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

FOR IMMEDIATE RELEASE  
Thursday, March 21, 1996

DOT 58-96  
Contact: Steven Akey  
Tel: (202) 267-3333

**ATHENS AIRPORT NEEDS TO IMPLEMENT  
MORE EFFECTIVE SECURITY MEASURES, PEÑA FINDS**

Secretary of Transportation Federico Peña has determined that Hellenikon International Airport in Athens, Greece needs to implement and carry out more effective security measures in order to be fully consistent with the standards established by the International Civil Aviation Organization (ICAO).

The Secretary's determination that Hellenikon International Airport does not maintain and carry out effective security measures applies to Athens airport, and not to the air carriers which fly from Athens to the United States.

Secretary Peña emphasized that Greek and U.S. civil aviation security experts are working closely and cooperatively to overcome the security concerns. The department is confident that these combined efforts soon will resolve the security problems at Athens, Secretary Peña said. DOT has every reason to believe that the productive cooperation to date soon will lead to the lifting of the public notice required by statute.

Secretary Peña believes that air services can be safely continued there if proper precautions are carefully observed at the Athens airport. Secretary Peña also emphasized that Olympic Airways, the only foreign air carrier offering direct service to the U.S. from Athens, and U.S. air carriers flying direct to the U.S. from Athens, are providing additional security measures that counter the deficiencies identified at the Athens airport.

Several months ago, when the department first raised concerns about security at Athens, Greek authorities began a strong internal effort to correct deficiencies, he said. These efforts resulted in significant improvements, although they are not as yet sufficient to meet ICAO standards.

-more-

Under the statute, carriers issuing tickets for travel between the United States and Athens must notify passengers buying tickets of his determination. The statute also directs that the determination be displayed prominently at all U.S. airports and that the identity of the airport be published in the Federal Register.

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 airport.

The Secretary said that he has committed an FAA security team to assist the airport authorities in correcting security deficiencies. He also said that this determination would be reviewed at the earliest time there are indications that effective security measures are being maintained and carried out.

Under the International Security and Development Cooperation Act of 1985, DOT assesses security at foreign airports served by U.S. air carriers and those airports that serve as the last point of departure for foreign air carriers with direct operations to the United States. 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 decision is based purely on technical criteria.

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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, March 22, 1996

DOT 59-96

Contact: Bill Mosley

Tel.: (202) 366-5580

## United States and Poland Agree on New Airline Rights

In an important step in the ongoing liberalization of transatlantic civil aviation, U.S. Transportation Secretary Federico Peña and Boguslaw Liberadzki, Poland's Minister of Transport and Maritime Economy, today initialed amendments to the two countries' Air Transport Agreement. The amendments significantly expand route rights for the airlines of both nations, including new provisions for code sharing.

Secretary Peña said, "President Clinton's aviation and economic policies have created opportunities for new aviation services throughout the world. We are pleased to have reached this understanding with the government of Poland, liberalizing access to this important market. I foresee major benefits for consumers and airlines. I hope we can continue to liberalize our aviation relations with Poland, to achieve the same open-skies environment that we have created with many other European countries."

The amendments provide for some rights immediately, while others will be phased in between now and late 1998. Over this period, the number of points that may be served by the two countries' airlines will gradually increase. By November 1, 1998, Polish carriers will be allowed to serve two new U.S. points with their own aircraft and ten additional U.S. points pursuant to code sharing arrangements. By the same date, U.S. carriers will be allowed to serve two additional points in Poland with their own aircraft and three more Polish points by code sharing.

The amendments provide for code-sharing services between Polish and U.S. airlines. Polish and U.S. airlines will also be permitted to code-share with third-country airlines, beginning November 1, 1996, with limits on both weekly frequencies and the number of carriers in such arrangements being phased out by November 1, 1998.

The amendments will be formally brought into force later, but the rights they contain will be provisionally applied in the meantime.

The new rights are the result of a negotiating process that included formal negotiations in Warsaw last May, and numerous intergovernmental contacts since then.

- (more) -

Last year the United States signed open skies agreements with Canada and 10 countries in Europe, effectively deregulating U.S. aviation services in those markets. In February of this year, the United States reached an open skies agreement with Germany that will increase from 20 to 40 percent the size of the European aviation market operating under free-market conditions.

Also, last year, the United States helped continue the rapid expansion of aviation services between the United States and Asia, where U.S. airlines now generate more revenue than on European routes. New agreements were signed with Philippines, India, China, Thailand, Hong Kong and Macau. In South America, U.S. carriers have new opportunities to serve Brazil and Peru.

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**U.S. Department of  
Transportation**

# News:

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

FOR IMMEDIATE RELEASE  
Tuesday, March 26, 1996

DOT 60-96  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## **U.S., FRANCE RESOLVE AVIATION DISPUTE, WILL HOLD DISCUSSIONS ON AVIATION RELATIONSHIP**

Secretary of Transportation Federico Peña today announced that the United States and France resolved a disagreement over aviation rights for this summer and agreed to open discussions looking toward normalization of their aviation relations.

Under the agreement, a U.S. airline will be permitted to start daily service between Boston and Paris, while a French carrier will be able to increase frequency of flights on existing routes during the upcoming summer season.

A dispute between the two countries was precipitated last week when France threatened to eliminate or reduce existing U.S. service from some cities if the United States did not agree to permit additional new frequencies for French carriers. The United States stated its willingness to approve the new routes, but only if the French permitted U.S. carriers equivalent rights to new service in the market. The resolution of the dispute -- with each side getting new service rights -- marks the first time that France has permitted U.S. carriers to begin new service in the market since France renounced its aviation agreement with the United States three years ago.

Secretary Peña said, "We believe it is important that the French have agreed to allow our carriers to expand service in this significant market. Equally important, however, is that we may now begin the process of regularizing our aviation relations with France, which were disrupted by its renunciation. We are hopeful that the French will join other nations in Europe who have already agreed with us to move toward a much more open and more competitive market for air services."

-more-

In resolving the dispute, the two countries also agreed to promptly begin informal discussions leading to negotiations to normalize their aviation relations through a new aviation agreement. The United States anticipates beginning such discussion this spring. Since the renunciation of the prior agreement, France and the United States have operated under a "comity and reciprocity" regime, with little potential for growth.

Since the United States recently completed a new agreement with Thailand, which had renounced its agreement with the United States in 1990, France has remained the only nation with air service to the United States that renounced the previous aviation agreement without a new agreement being reached.

The resolution of the dispute, during a meeting of aviation officials of both nations in Paris today, will permit France to operate to the United States an additional 400-500 one-way flights during the upcoming summer season. Conversely, a U.S. carrier will be permitted to operate a daily round-trip service from Boston to Paris. DOT indicated that it would initiate expedited procedures to select a U.S. carrier for the route.

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U.S. Department of  
Transportation

138, 119

# News:

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

FOR IMMEDIATE RELEASE  
Wednesday, March 27, 1996

DOT 61-96  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## **U.S., JAPAN REACH AGREEMENT ON AIR CARGO SERVICES**

The United States and Japan today agreed to increased opportunities for air cargo services between the two nations.

"We are pleased that the process that began when I met with my Japanese counterpart last July in Los Angeles has achieved an agreement that expands opportunities for both countries and does so within the timeframe we agreed on," Secretary of Transportation Federico Peña said. "With this agreement, we continue to build upon the success of President Clinton's international aviation policy which has produced 34 market-opening aviation agreements over the last three years."

In connection with the agreement, U.S. negotiators are trying to determine the feasibility of a meeting between Secretary Peña and Japanese Transport Minister Yoshiuki Kamei at the time of the formal signing, which is expected next month.

The United States and Japan began talks to liberalize their air cargo relationship after the United States last summer secured the right of Federal Express to fly between Japan and Subic Bay, Philippines, as allowed under the U.S.-Japan bilateral aviation agreement, during Secretary Peña's discussions with the Japanese minister. The elements of a liberalized agreement were reached today after five rounds of talks which began last September. The two sides will meet early next month in Washington to finalize the agreement and its details.

The agreement allows United Parcel Service to serve Osaka's Kansai Airport with 12 weekly flights and operate beyond Kansai to up to two points in other countries. UPS will be permitted to serve one of these points six times weekly carrying local Japan traffic. One other point may be served six times weekly, but no local Japan traffic may be carried.

-more-

The United States may designate an additional carrier for all-cargo service. The carrier may serve any point in Japan except Tokyo and operate up to six weekly flights which may operate beyond Japan to one point in another country, but without the right to carry local Japan traffic.

The agreement also provides additional operating flexibility for Northwest Airlines, Federal Express and United Airlines. It permits these carriers to operate from any U.S. city and serve three additional Japanese points which may be combined with these carriers' existing Japan rights.

Japan obtained comparable new opportunities for all-cargo services. Nippon Cargo Airlines (NCA), Japan's all-cargo airline, will be permitted to increase its flights to the United States by 18 weekly frequencies, up from the current total of 11. It also will be permitted to serve three additional U.S. cities, up from the current total of four, and operate limited services beyond the United States.

Under the agreement, Japan Airlines (JAL) also may fly to three additional U.S. cities, thereby enabling the airline to serve up to eight U.S. cities with all-cargo flights. The agreement authorizes JAL to operate beyond its existing U.S. points to third countries.

Last July, Secretary Peña and the Japanese transport minister agreed to resolve then-outstanding disputes over the rights of U.S. cargo carriers to fly beyond Japan, as permitted under the U.S.-Japan agreement. That resolution followed the issuance of a DOT order indicating that the United States would impose sanctions on certain Japanese traffic from Asia to the United States via Japan if the U.S. rights were not honored. Throughout the current cargo negotiations, the U.S. side continued to express its strongly-held position that current treaty rights must be honored.

As Secretary Peña wrote to the Japanese minister earlier this month, after Japanese negotiators appeared to threaten the rights of U.S. carriers to operate beyond Japan, the United States "stands ready to defend vigorously the rights of U.S. carriers" as it did last summer. The Secretary emphasized that the present agreement provides new rights for both sides and builds upon the existing rights and obligations under the U.S.-Japan bilateral agreement.

U.S. Department  
of Transportation

**United States  
Coast Guard**

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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, March 29, 1996

DOT 62-96

Contact: Ben Langer

Tel.: (202) 366-5580

**VICE PRESIDENT GORE, TRANSPORTATION SECRETARY PEÑA  
USHER IN NEW ERA FOR TRAVEL, TIME SAVINGS AND COMMUNICATIONS  
WITH GLOBAL POSITIONING SATELLITE SYSTEM**

With the signing of a Presidential Decision Directive allowing the civilian and commercial use of the Global Positioning System (GPS), Vice President Al Gore and Transportation Secretary Federico Peña today ushered in a new era of travel, timesavings and communication.

President Clinton's directive assures that GPS will be available for consumers and business use. GPS is a satellite-based radionavigation system originally employed by the Department of Defense that now is increasingly put to use by motor carriers, rail and transit systems, airlines and commercial shippers worldwide to track vehicles and goods and provide highly accurate three-dimensional position, velocity and time.

The U.S. is already a world leader in developing GPS technology, equipment and services, Secretary Peña said at a White House event with the Vice President. The global market for GPS equipment and services will result in the creation of as many as 100,000 new, high-tech jobs by the year 2000, with annual sales of more than \$8 billion.

"Today starts a new era for transportation companies, for their customers and for the American traveling public," Secretary Peña said. "The birth of this new industry will completely transform the way we live from driving to work, to delivering a package, to responding to an emergency. GPS will have profound effects on everyday life, saving people time, cutting costs and giving people mobility and choices that they never had before.

"Most people don't know what GPS is," Secretary Peña said. "Five years from now, Americans won't know how we ever lived without it. GPS will change the way we live in the way cellular phones, fax machines and the Internet have impacted daily life."

- (more) -

Peña cited GPS examples of navigation systems in cars that will provide current traffic information and directions, eliminating the need for a map. He added that in an automobile accident, a car's cellular phone could automatically call for help and an emergency vehicle would be dispatched, saving time and lives. A blind person walking down city streets could wear a GPS receiver that would provide accurate locations and directions.

Wide-ranging uses of GPS include law enforcement, such as tracking stolen vehicles; predicting weather; monitoring earthquakes; and recreational activities such as hiking and taking measurements at sporting events.

Secretary Peña said all modes of transportation will rely on GPS:

- In January, the U.S. Coast Guard declared its GPS augmentation system operational at many U.S. ports, providing mariners precise navigation signals for safer and more accurate harbor entry for ships.
- The Federal Aviation Administration is developing augmentation systems to permit use of GPS for aviation en-route and precision approach. Satellite-based control of air traffic will increase system capacity and reduce delays while maintaining system safety.
- GPS is a critical component of Secretary Peña's "Operation Timesaver" goal to have 75 U.S. metropolitan areas develop intelligent transportation infrastructure. The Federal Highway Administration, National Highway Traffic Safety Administration, Federal Railroad Administration and Federal Transit Administration are planning to incorporate GPS into traffic management centers, buses and emergency response systems.
- Data on the location and speed of trains to improve safety, allow better management of operations and increase capacity and efficiency. The Federal Railroad Administration is funding demonstration projects of GPS applications for positive train control.

"The President's action assures the continued growth of GPS as the standard guidance system for all modes of transportation -- aviation, highway, maritime, rail and mass transit -- and other civil uses, thus providing a giant leap ahead in safety and efficiency," Secretary Peña said.

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Friday, March 29, 1996

DOT 64-96  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## U.S., SOUTH AFRICA REACH NEW AVIATION AGREEMENT

Vice President Al Gore today announced that the United States and South Africa have reached a new aviation agreement that significantly expands opportunities for U.S.-South African air service.

The agreement, a product of earlier consultations between Vice President Gore and South African Deputy President Thabo Mbeki, is the first aviation accord between the two countries since the United States terminated the previous agreement in 1986 over South Africa's apartheid policy. U.S.-South Africa service resumed in 1991, but at only modest levels.

"This significant agreement will strengthen our growing trade relationship with South Africa and underscores the importance of the work of our binational commission," Vice President Gore said. The Vice President also thanked Secretary of Transportation Federico Peña for his leadership in achieving this agreement.

"This agreement will increase access for U.S. carriers in a market which will develop as the economic relationship between our two countries expands," Secretary Peña said. "We are confident that this agreement will strengthen our relationship with South Africa and lead to even higher levels of service and increasingly open aviation relations."

The agreement is the first with an African nation to allow airlines from each country to operate code-share service with those of the other country, a provision which will strengthen global aviation systems and offer a greater variety of services to consumers, the Secretary said. American Airlines and South African Airways have a code-share agreement and plan to expand their relationship.

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The agreement allow for expanding service over a five-year period. The carriers of each country will be allowed to operate 11 weekly passenger flights during the first year, increasing to 21 by the fifth year. Each side will begin with four all-cargo frequencies, increasing to nine over the phase-in period. Currently, U.S. carriers can operate only a total of seven weekly flights, including passenger and cargo.

In addition, carriers from each country will be permitted to serve the other under a code-share alliance with a third-country carrier. No later than 18 months from now, the United States will be allowed two such alliances, increasing to four during the fourth year.

Other provision of the agreement include:

- Access for U.S. carriers to Johannesburg, Cape Town and Durban, and code-sharing services to five additional South African cities.
- Access for South African carriers to New York, Miami and four additional U.S. cities, and code-share services to 10 additional cities, increasing to 25 cities on Nov. 1, 1998.
- All-cargo access by the carriers of each country to all cities in the other.

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Office of the Secretary  
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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE

Monday, April 1, 1996

DOT 66-96

Contact: Alison Duquette

Tel.: (202) 267-8521

## Representational Rights Continue for Unionized FAA Employees

Secretary of Transportation Federico Peña today announced that unionized Federal Aviation Administration (FAA) employees will retain their representational status as part of an amendment to the short-term continuing resolution passed Friday, March 29, to fund the government through April 24. This statutory change makes permanent the applicability of Chapter 71, Title V, United States Code, under the new personnel system, which takes effect today.

"The Clinton administration has worked in partnership with labor and Congress to ensure that the rights of FAA employees would be protected," said Secretary Peña. "The new FAA personnel system that takes effect today, along with the continuation of Chapter 71, will enable the FAA to work better and cost less while ensuring fairness and equal opportunity for employees."

Chapter 71 of Title V, United States Code, gives unions the right to organize and bargain with federal agencies. The FAA is also taking steps to create a strategically focused National Labor-Management Partnership Council that will serve as a forum for union and management issues.

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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, April 2, 1996

**DOT 65-96**

Contact: Megan Moloney

Tel.: (202) 366-5565

MARAD: Cher Brooks

Tel.: (202) 366-1707

**PRESIDENT CLINTON ANNOUNCES  
\$36 MILLION IN FEDERAL ASSISTANCE  
TO HELP MARITIME INDUSTRY IN LOUISIANA**

Continuing his support for the resurgent U.S. maritime industry, President Clinton today announced approval of \$36 million in federal assistance to help finance construction of five vessels in three Louisiana shipyards and to help modernize a shipyard there.

"The federal government's partnership with the private sector is critical to help bolster the shipbuilding industry in this country," President Clinton said. "We are enabling American shipbuilders to compete in a global marketplace and be an economic force into the next century."

The Department of Transportation's action approved a seven-year, \$13 million Title XI loan guarantee for Alpha Marine Services, Inc., Galliano, La., to construct a deep submergence rescue vehicle support ship. According to the department's Maritime Administration (MARAD), the estimated cost of the new ship is \$16 million. It will be built by North American Shipbuilding, Inc., Larose, La., and is to be delivered by mid-1996.

Global Industries, Ltd., Lafayette, La., was granted a \$20 million Title XI loan guarantee for a term of 25 years to construct two lift boats, a 300-foot deck barge and a 400-foot launch barge. Bollinger Shipyards, Inc., Lockport, La., will build the lift boats and Service Marine Industries, Morgan City, La., will build the barges. These vessels will operate in the Gulf of Mexico but will be able to operate worldwide, according to MARAD.

-more-

A third Title XI loan guarantee was approved for T.T. Barge Services, Inc., Mile 125, Harahan, La., to help finance a \$4 million shipyard modernization. A 15-year, \$3 million guarantee was approved for this project, which will involve installing a Syncrolift vessel transfer system.

"These projects are yet further examples of how we have worked to reinvigorate the shipbuilding industry in this country," Secretary of Transportation Federico Peña said. "Today's announcement is an investment in these ships and in Louisiana's work force."

The loan guarantees were approved under the federal ship financing program known as Title XI, which is administered by MARAD. The marine agency said interest in the program is high with about \$2 billion in potential projects under review.

Ship financing is one of the Clinton Administration's five initiatives to help strengthen the U.S. maritime industry. Under the financing program, businesses secure loans in the private sector with repayment guaranteed by the U.S. government. The other four initiatives are intended to ensure fair international competition, eliminate unnecessary government regulation, improve competitiveness and assist the industry with international marketing.

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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, April 2, 1996

DOT 67-96  
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 February 1996.

The report shows that the 10 largest U.S. airlines had an on-time arrival rate of 71.9 percent in February, an improvement over January's 62.7 percent but not as good as the 78.9 percent mark recorded in February 1995.

The carriers posted a mishandled baggage rate of 5.81 complaints per 1,000 passengers in February, better than January's rate of 7.70 but not as good as February 1995's 5.19.

Consumers filed 554 complaints with the department about airline service in February, down from the 708 received in January but more than February 1995's total of 409.

Consumers may file their complaints with the Aviation Consumer Protection Division, U.S. Department of Transportation, C-75, 400 7th St., S.W., Room 4107, Washington, D.C. 20590.

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

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**U.S. Department of  
Transportation**

# News:

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

FOR IMMEDIATE RELEASE  
Tuesday, April 2, 1996

DOT 68-96  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## **DAYLIGHT TIME BEGINS SUNDAY, APRIL 7, FOR MOST AMERICANS**

Most of the nation will return to daylight saving time at 2 a.m. Sunday, April 7, when clocks will be set ahead one hour. The change will provide an additional hour of daylight in the evening.

Under provisions of the Uniform Time Act, daylight saving time is observed from the first Sunday in April to the last Sunday in October. Next fall, the nation will return to standard time starting Sunday, Oct. 27.

The federal law does not require any area to observe daylight saving time. But if a state chooses to observe daylight time, it must follow the starting and ending dates set by the law.

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

Transportation Secretary Federico Peña also reminds Americans to change the batteries in their smoke detectors when they change the time on their clocks.

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# News:

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

FOR IMMEDIATE RELEASE  
Monday, April 22, 1996

DOT 78-96  
Contact: Bill Adams  
Tel.: (202) 366-5580

**SECRETARY PEÑA'S ROCKY MOUNTAIN  
PARK INITIATIVE INCLUDED IN  
PRESIDENT'S PARKS POLICY**

President Clinton has included as part of his new national parks policy Secretary of Transportation Federico Peña's initiative to restrict aircraft noise over Colorado's Rocky Mountain National Park, the Secretary announced today.

"Within the next 90 days -- and I hope sooner -- I'll be proposing action to protect the quiet at Rocky Mountain and Grand Canyon National Parks. Later this year, I'll be proposing similar rules applying to all our national parks," Secretary Peña said. "Our objective: to preserve the natural beauty of these cherished treasures, so that all Americans can enjoy the pleasures of these parks for the rest of time."

The Secretary noted that the department has been working with the Department of Interior for the past two years to reduce the noise impact of aircraft flying over national parks. DOT, working with Interior, is developing a proposed rule to reduce the impact of noise from sightseeing overflights of the Grand Canyon. And in June 1995, the two departments reached a voluntary agreement with New York air tour operators under which aircraft will fly no closer than 500 feet from the Statue of Liberty and Ellis Island.

The President's Parks for Tomorrow initiative is a plan to address a broad range of issues to improve U.S. national parks.

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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, May 2, 1996

DOT 89-96  
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 March 1996.

The report shows that the 10 largest U.S. airlines had an on-time arrival rate of 75.9 percent in March, an improvement over February's 71.9 percent but not as good as the 79.3 percent mark recorded in March 1995.

The carriers posted a mishandled baggage rate of 5.38 complaints per 1,000 passengers in March, better than February's rate of 5.81 but not as good as March 1995's 5.16.

Consumers filed 612 complaints with the department about airline service in March, 10 percent more than the 554 received in February but 21 percent less than March 1995's total of 774.

Consumers may file their complaints with the Aviation Consumer Protection Division, U.S. Department of Transportation, C-75, 400 7th St., S.W., Room 4107, Washington, D.C. 20590.

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

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Friday, May 3, 1996

DOT 90-96  
Contact: Bill Schulz  
Tel.: (202) 366-4570

## Secretary Peña Announces Letter of Intent for FAA to Fund Up to \$9 Million Toward Midland Terminal Construction

In keeping with President Clinton's commitment to strengthening economic security and creating jobs, U.S. Secretary of Transportation Federico Peña today announced in a letter of intent plans for the Federal Aviation Administration (FAA) to provide funding of up to \$9 million toward construction of a new terminal at Midland Airport, Midland, Texas.

Secretary Peña said, "President Clinton is committed to strengthening the economy and improving our transportation system. Construction of a new terminal at Midland Airport will create jobs and additional capacity in the national aviation system. We look forward to working with Midland as one team -- with federal, state and local players -- to make strategic investments in transportation."

The letter of intent commits entitlement funds beyond the present authorization, fiscal years 1996-2002, and will enable the FAA to participate in costs associated with the upcoming terminal construction pending congressional approval of reauthorization legislation for FY 1997 and beyond.

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**U.S. Department of  
Transportation**

# News:

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

FOR IMMEDIATE RELEASE

Tuesday, May 7, 1996

DOT 92-96

Contact: Bill Mosley

Tel.: (202) 366-5571

**MORE INTERNATIONAL FLIGHTS  
SMOKE-FREE, SECRETARY PEÑA NOTES**

As a result of actions by the Clinton administration and both U.S. and foreign airlines, approximately 80 percent of non-stop scheduled U.S. airline flights between the United States and foreign destinations will be smoke-free as of June 1, Secretary of Transportation Federico Peña said today. This complements the ban on smoking on domestic flights, which are 100 percent smoke-free.

By comparison, smoking was permitted on virtually all domestic and international flights as recently as eight years ago. In April 1988, smoking was banned on scheduled domestic U.S. airline flights of two hours or less.

The Secretary added that the Department of Transportation, in order to better serve customers seeking smoke-free travel, plans to establish a site on the Internet's World Wide Web listing countries served by non-smoking flights.

Secretary Peña said, "The department is committed to the goal of achieving smoke-free travel in all modes of public transportation. Now, due to the efforts of DOT and voluntary bans by airlines, it is possible to fly from the United States to every continent in the world without breathing tobacco smoke.

"We applaud the continuing commitment of the airlines to improving the environment for their passengers and employees," the Secretary added. "We will continue to work with carriers and other governments to expand smoke-free air travel."

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Secretary Peña said that at an April 10-12 meeting in Santiago, Chile, Western Hemisphere transportation ministers agreed to strive to achieve the goal of the International Civil Aviation Organization (ICAO) to ban smoking on all international flights by July 1, 1996. He also noted that Continental Airlines recently banned smoking on all of its flights within the Western Hemisphere.

In November 1994, the United States, Canada and Australia agreed to ban smoking on flights operated by their airlines among the three countries. In January 1995, the department granted antitrust immunity to eight U.S. and foreign airlines to discuss a mutual smoking ban on transatlantic flights.

Delta Air Lines has adopted a worldwide smoke-free policy, and Trans World Airlines recently decided to ban smoking on flights to France, Germany and the United Kingdom. As of June 1, the following carriers will introduce no-smoking flights as follows:

- USAir will prohibit smoking on all flights.
- American Airlines will ban smoking on all of its flights to and from Europe, the Caribbean and a number of destinations in Mexico.
- United Airlines will prohibit smoking on all of its flights across the Atlantic and within Europe except for those between Washington's Dulles Airport and Milan, Italy. United also will provide smoke-free services to all of its destinations across the Pacific and within Asia, except for selected flights through Tokyo.

In addition, Lufthansa German Airlines recently prohibited smoking on flights between Germany and the United States and Finnair on all U.S.-Finland services.

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**U.S. Department of  
Transportation**

Office of the Secretary  
of Transportation

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

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U.S. Department of  
Transportation

# News:

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

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**FOR IMMEDIATE RELEASE**

Wednesday, May 8, 1996

DOT 94-96

Contact: Bill Mosley

Tel.: (202) 366-5571

## Peña Announces Airport Improvement Grant for Dallas Love Field

In keeping with President Clinton's commitment to transportation safety and environmental quality, U.S. Secretary of Transportation Federico Peña today announced that the Federal Aviation Administration (FAA) will award a \$2.6 million airport improvement program grant for the sound-proofing of four schools near Dallas Love Field.

The grant to the City of Dallas will provide for the soundproofing of the following schools: Obadiah Knight Elementary School; Maple Lawn Elementary School; Thomas K. Rusk Middle School; and the K. B. Polk Elementary School.

Secretary Peña said, "President Clinton is committed to strengthening the economy, improving our transportation system and improving the quality of life -- and that includes making a quieter environment for study.

"We look forward to working with the City of Dallas and Dallas Love Field as a government team -- federal, state and local -- to make the environment more conducive for education around this important transportation facility."

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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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**FOR IMMEDIATE RELEASE**

Wednesday, May 8, 1996

DOT 95-96

Contact: Bill Mosley

Tel.: (202) 366-5571

## **Peña Announces Airport Improvement Grant for Laredo International Airport**

As part of President Clinton's commitment to transportation safety, strengthening economic security and creating jobs, U.S. Secretary of Transportation Federico Peña today announced that the Federal Aviation Administration (FAA) will award a \$4.68 million airport improvement program grant to the City of Laredo for improvements to Laredo International Airport, Laredo, Texas.

The grant, to be administered by the City of Laredo, will provide for reconstruction of runway 17L/35R, to improve the condition of the deteriorating runway pavement. The work began last year.

Laredo International Airport is in the process of constructing a new terminal building. A noise plan indicated that the use of runway 17L/35R would inhibit noise and was most compatible with the new terminal.

Secretary Peña said, "This grant will lay the foundation for new jobs and additional capacity in the national aviation system. We look forward to working with the City of Laredo and Laredo International Airport as a government team -- federal, state and local -- to make this strategic investment in transportation."

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



U.S. Department of  
Transportation

# News:

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

**FOR IMMEDIATE RELEASE**

Wednesday, May 8, 1996

DOT 96-96

Contact: Bill Mosley

Tel.: (202) 366-5571

## **Peña Announces Airport Improvement Grant for Fort Worth Meacham International Airport**

In keeping with President Clinton's commitment to transportation safety and environmental quality, U.S. Secretary of Transportation Federico Peña today announced that the Federal Aviation Administration (FAA) will award a \$3 million airport improvement program grant to the Fort Worth Meacham International Airport for noise mitigation.

The grant will provide for acquisition of residential property south of Meacham, an active reliever airport, for airport noise compatibility.

Secretary Peña said, "A noise study last year recommended purchase of houses most impacted by airplane noise from Meacham. President Clinton is committed to strengthening the economy, improving our transportation system and improving the quality of life. Therefore, this grant provides for the first phase of those purchases.

"This project reflects a strong spirit of cooperation between Meacham International Airport, which was selected the Outstanding Texas Reliever Airport by the Texas Airport Development Office, and the community. We look forward to working with Fort Worth and Meacham as a government team -- federal, state and local -- in resolving this important transportation issue."

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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**

Saturday, May 11, 1996

DOT 100-96

Contact: Bill Mosley

Telephone: (202) 366-5571

**SECRETARY PEÑA OFFERS PROPOSAL TO LIMIT  
AIRCRAFT NOISE IN ROCKY MOUNTAIN PARK**

As part of President Clinton's national parks initiative, Secretary of Transportation Federico Peña today announced a proposal to limit aircraft noise over the Rocky Mountain National Park. The proposed rule offers solutions for public comment to preserve, protect and enhance the park's environment by limiting aircraft noise.

"This is an important step in our work to try to improve and protect our national parks by preserving the quiet in this national treasure," said President Clinton.

"President Clinton and I are working to preserve peace and tranquility at our national parks, our nation's greatest natural assets," Secretary Peña said, standing before the Rocky Mountains at an event today in Estes Park, Colo. "The proposal offered today would protect the ecosystem of the Rocky Mountain Park from aircraft noise and assure that the over 3 million visitors each year can experience the park's tranquil beauty."

The Secretary noted that the Department of Transportation has been working with the Department of the Interior for the past two years to reduce the noise impact of aircraft flying over Rocky Mountain and other national parks. On April 22 -- Earth Day -- President Clinton announced that Secretary Peña's initiative to restrict aircraft noise over Rocky Mountain National Park would be included in his new national parks policy.

-more-

Specifically, the Notice of Proposed Rulemaking (NPRM) proposes as a primary alternative, a restriction on commercial sightseeing flights over Rocky Mountain National Park. Other alternatives include various forms of aircraft operating restrictions. The rulemaking package also provides an option for voluntary agreements between the park and air tour operators that might operate in the vicinity of the park. Public comment will be invited on all options.

The proposals originated in a DOT-DOI inter-agency working group formed in 1993 by Secretary Peña and Secretary of the Interior Bruce Babbitt. The panel was created to limit and reduce the environmental effects of national park overflights while maintaining aviation safety and efficiency. It is also working to develop nationwide standards relating to noise and other environmental impacts related to aviation on national parks.

Today's proposals are based on a request from the National Park Service and various discussions and meetings with area residents, park authorities, aircraft operators, state officials and members of Congress. The options offered today are expected to have no significant economic impact on the local economy of the area. Following a 90-day public comment period, the FAA will review the public's input and make a decision regarding the best options to limit aircraft noise.

The NPRM will be published in Federal Register next week. The comment period for the proposals extends through 90 days after publication in the Federal Register.

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**U.S. Department of  
Transportation**

# News:

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

**FOR IMMEDIATE RELEASE**

**Monday, May 13, 1996**

DOT 101-96

Contact: Arlene Salac  
(718) 553-3010

**New Airport Traffic Control Tower  
Dedicated in Pennsylvania**

As part of President Clinton's continuing effort to upgrade the national air traffic system, Federal Aviation Administration (FAA) Associate Administrator Monte R. Belger, on behalf of Secretary of Transportation Federico Peña, today dedicated a state-of-the-art \$7.9 million control tower and terminal radar approach control facility at the Lehigh Valley International Airport in Eastern Pennsylvania.

"This new tower and terminal radar approach facility will ensure the Lehigh Valley's ability to accommodate growth in air traffic," Secretary Peña said. "It will enhance safety and make air travel into and out of the Allentown area more efficient."

The new tower at Lehigh is part of FAA's effort to quickly replace aging equipment with new and modern technology to give the nation's air traffic control the highest possible level of safety, the Secretary said.

"The FAA must have the tools it needs to ensure efficient operations and continued improvements in safety," Peña said. "Our program of FAA reform will help us to accommodate the additional 300 million passengers who will be flying on U.S. airlines 10 years from now."

Controllers at the facility perform two different jobs. Tower controllers work in the tower cab and are responsible for all aircraft and vehicle movements on the airport runways and taxiways. They also handle all aircraft navigating below 3,000 feet in the airspace within a five-mile radius of the airport. The facility also has controllers that work in a 12,000 square-foot base building called a TRACON (Terminal Radar Approach Control). TRACON controllers are responsible for aircraft approaching, departing or transiting the airport within a 30-mile radius.

-more-

Recognizing the crucial role controllers play in air traffic safety, Secretary Peña said they "are the most important tools we have to guide the planes flying the skies nationwide. At Lehigh Valley International Airport, the dedicated, well-trained work force and sophisticated, new equipment are a winning combination for aviation safety in Pennsylvania."

Replacing the 1940's vintage structure, the sleek, new tower cab will accommodate seven controller positions, up from the previous total of three. Another 12 positions will be housed in the TRACON facility.

The facility's interior is impressive with \$3 million worth of state-of-the-art radar and communications equipment. Tools such as the digital voice recorder system, automated radar terminal system IIA and fiber optics facilitating communication between computers will allow controllers to operate more efficiently as they help 200,000 aircraft annually take off and land at the Pennsylvania airport.

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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

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**FOR IMMEDIATE RELEASE**

Wednesday, May 15, 1996

DOT 102-96

Contact: Bill Mosley

Tel.: (202) 366-5571

**Athens Airport Security Improved,  
Transportation Secretary Peña Finds**

Secretary of Transportation Federico Peña announced today his finding that Hellenikon International Airport in Athens, Greece, now maintains and carries out effective security measures.

In an order issued today, Secretary Peña said that the Federal Aviation Administration (FAA) assessed the airport's security procedures and found that they now meet international security standards. An FAA team visited the airport May 6-10.

The Transportation Secretary had announced March 21 that the Athens airport was not maintaining and carrying out effective security measures, a finding he made under the International Security Development and Cooperation Act of 1985.

As a result of today's finding, Secretary Peña said that U.S. and foreign air carriers are no longer required to inform passengers buying tickets and destined for Athens about the March 21 determination. The FAA also will direct that warning signs posted in U.S. airports be removed.

In a letter to the government of Greece, the Secretary conveyed congratulations for the security improvements that have been implemented at Hellenikon International Airport and stated that he was pleased to be able to vacate his earlier decision. The U.S. Department of Transportation believes that the productive cooperation on the parts of the Greek and U.S. civil aviation security experts led to the positive results.

Under the 1985 law, the Department of Transportation assesses security at foreign airports. If the Secretary determines that security at an airport is not effective, the department is required to notify the foreign government of the findings and recommend corrective actions, after notifying the U.S. Secretary of State. If the deficiencies are not remedied within 90 days, the department is required by law to publish the name of the airport and to inform the public about the finding.

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**U.S. Department of  
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# 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, May 14, 1996

DOT 102-96  
Contact: Bill Schulz  
Tel.: (202) 366-4570

**Peña Memo to the President  
Concerning FAA Inspection Efforts**

This morning, Secretary Peña delivered the attached memorandum to the President concerning actions the Department of Transportation and the Federal Aviation Administration are taking to strengthen inspection efforts and continue to ensure the safest aviation system in the world.

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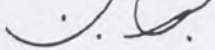
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THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

May 14, 1996

**MEMORANDUM FOR THE PRESIDENT**

FROM: Federico Peña 

SUBJECT: Actions on FAA Inspection Process

Yesterday you asked me to report to you within one week on what specific actions the Federal Aviation Administration (FAA) has underway and additional actions we can take to ensure that the nation's civil aviation system remains the safest in the world. The purpose of this memorandum is to outline for you several initiatives FAA Administrator Hinson and I have been working on and are today ordering to be implemented immediately. I will report to you later this week on any additional actions that are indicated as a result of our continuing review.

The actions we are taking today focus on strengthening one key component of our aviation safety system -- FAA's inspections operations. In the past three years, we have already made many improvements to our inspection and surveillance of U.S. commercial air carriers, including: (1) increasing the number of inspectors; (2) deploying sophisticated automated information technologies to help track results and target follow-up to operations requiring the greatest continued surveillance; and (3) implementing in-depth special reviews of air carriers' safety programs to supplement ongoing oversight activities. Further, last year FAA Administrator Hinson initiated Challenge 2000 -- a comprehensive, top-to-bottom review of our safety regulation and certification program designed to assure that we maintain our high levels of safety even as aviation traffic continues to rise. We will be announcing the results of the Challenge 2000 effort and the recommendations of our independent consultant, the national consulting firm of Booz, Allen & Hamilton, later this week.

Detailed below are three additional actions that complement those ongoing efforts:

1. **ACCELERATED INSPECTOR HIRING**

The FY 1996 budget calls for hiring an additional 231 aviation safety inspectors. To date, FAA has hired 140 of these. The remaining 91 were planned to be hired between now and the end of September. Administrator Hinson and I are acting to speed up the hiring of these additional inspectors, so that they will now be on board by this summer.

## 2. STRENGTHENED DATA TOOLS

Computer data collection and tracking systems are key to FAA's ability to focus its resources --- both in terms of inspector staff time and also to ensure strong follow-up when violations or other safety concerns are identified. Automated systems are already in place to record inspection results and to target follow-up to carriers whose systems are judged inadequate. Now, additional efforts and expenditures will be made to enhance these tracking capabilities. FAA recently retained Sandia National Laboratories to examine its computer systems and recommend a comprehensive strategy for continuing to upgrade FAA's computer tracking and data systems. The FAA Administrator has in the past several days received and reviewed Sandia's draft report and will now direct immediate action by FAA to implement the contractor's recommendations.

## 3. COMPREHENSIVE REVIEW -- FAA INSPECTIONS OPERATIONS

I have directed Administrator Hinson to conduct a comprehensive internal examination of inspector training, assignment, and supervision issues. This effort -- which will begin May 15 and be completed in June and which will involve the entire staff of FAA's inspection operation -- will help us further assure that every FAA inspector has the technical support and other tools to do the flawless job Americans have a right to expect. Together with Challenge 2000's recommendations, I am confident that this initiative will strengthen the inspection operation. In addition, the FAA will take additional follow-up actions on any issues that may be identified in this all-staff review.

These actions are the products of ongoing efforts to maintain the unmatched safety of America's aviation system. Nevertheless, in light of their importance to our aviation safety system, I wanted to bring them to your attention immediately.

Attached is a document providing further detail on the actions outlined above. I am of course available if you require further information or materials.

attachment

cc: FAA Administrator David Hinson

## May 14, 1996 DOT/FAA Inspections Actions

### **AVIATION SAFETY INSPECTORS -- ACCELERATED HIRING**

The FY 1996 budget includes the hiring of an additional 231 aviation safety inspectors. To date, FAA has hired 140 of these. The remaining 91 were planned to be hired between now and the end September. The Department is expediting the hiring of these additional inspectors and will now have them all on board by the end of July (at an additional cost of about \$2 million in FY 1996).

### **STRENGTHENED DATA TOOLS**

Computer data collection and tracking systems are key to FAA's ability to focus its resources -- in terms of inspector staff power, especially -- and also to assure aggressive follow-up when violations or other safety concerns are identified. In the past six years, FAA has spent over \$13 million to improve and modernize its inspections tracking systems, such as the Safety Performance Analysis System (SPAS), which is designed to help FAA track inspections results and target its staff and other resources to operators requiring additional follow-up and surveillance.

The FAA recently retained New Mexico-based Sandia National Laboratories to examine its computer systems and recommend a comprehensive strategy for continuing to upgrade the FAA's computer tracking and data systems. The FAA Administrator has reviewed the draft report provided by and will now direct the contractor to finalize its recommendations on an expedited basis and immediate action by FAA.

### **COMPREHENSIVE REVIEW -- FAA INSPECTIONS OPERATIONS**

As part of his continuing efforts to maintain and upgrade our aviation safety operations, the FAA Administrator will ask FAA's entire inspection staff to participate in a comprehensive internal review focusing on inspector training, assignments, performance standards and supervision. The purpose of this review is to guarantee that inspectors and other safety-sensitive employees have the training, guidance and tools they need to maintain the unmatched safety record of America's commercial aviation system.

Beginning May 15, management and inspection staff will review:

- o Inspector Training and Work Assignments. In recent years, the FAA has taken significant steps to make training more accessible to field inspectors, including installing

SCHEDULE: INSPECTIONS COMPREHENSIVE REVIEW

May 14 Letter from Flight Standards Director to FSDO (Flight Standards District Offices) Managers explaining issues and activities that will occur.

May 15 National Teleconference with all of the FSDOs (12:00 EST); and Letter from Flight Standards Director to Inspectors explaining issues and activities to occur between May 15 - June 7. Telecon and Letter will cover:

- I. Purpose of the Review
- II. Inspector Qualifications
- III. Inspector Accountability
- IV. Data Quality
- V. Safety Hotline
- VI. Administrator's Hotline
- VII. Feedback on training, guidance, supervision and data issues.
- VIII. Background/History/Purpose of the Comprehensive Inspections Review

May 21 Discussion materials for field office day-long reviews delivered to FSDOs and Regions.

May 28 -  
June 7 Field Office All-Day Reviews: all Flight Standards employees conduct in-office review and discussions on topics including:

- IX. Purpose of the Field Office Reviews
- X. Inspector Qualifications
- XI. Inspector Accountability
- XII. Data Quality
- XIII. Feedback on training, guidance, supervision, data and other issues.
- XIV. Use of Safety Hotline
- XV. Use of Administrator's Hotline

June 10 Follow-up letter from the Regional Division Managers re-capping the events of the past few weeks (to all employees).

July 1 Follow Up with Top DOT/FAA Management on Issues identified through Comprehensive Review

computer systems to permit on-line training. However, a comprehensive review of inspector training and work assignment procedures will help to ensure that in every one of FAA's offices, there is always an appropriate match between inspector skills and training, and job assignments.

o Performance Standards and Job-Task-Lists (JTL) . This analysis will examine whether the detailed guidance currently provided by FAA -- on such issues as what items need to be inspected and when violations should be issued -- is fully utilized and understood by all personnel performing inspections.

This review will take place in three stages. First, management will examine whether all inspection office records are fully up-to-date in these areas, as required by current orders. Second, between May 28, 1996 and June 7, 1996, every FAA inspections office nationwide will conduct an intensive one-day, all-staff examination of these issues at its home field office. To assist in this dialogue, staff will be provided with a variety of tools, including reports of oversight agencies and other written materials on inspection-related issues. After review of these materials, the entire staff will participate in a dialogue on specific inspections issues. This will provide an excellent opportunity for management and line inspection staff in each office to discuss issues such as inspector qualifications, assignments, accountability, operational guidance, data quality, use of the Safety Hotline, and the Administrator's Hotline.

In the third stage, the results of these discussions will be reviewed to determine what actions need to be taken to address any issues highlighted through the review.



**U.S. Department of  
Transportation**

# News:

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

For Immediate Release:  
May 23, 1996

DOT 112-96  
Contact: Bill Schulz  
(202) 366-4531

## **DOT ISSUES IMMEDIATE BAN ON CHEMICAL OXYGEN GENERATORS AS CARGO ON PASSENGER AIRLINES**

An immediate ban on the transportation of chemical oxygen generators as cargo on passenger airlines was announced today by Dr. D.K. Sharma, Administrator of the Research and Special Programs Administration (RSPA) of the U.S. Department of Transportation. The prohibition is effective as of 6 a.m., Friday, May 24.

"The ban is a prudent step to ensure public safety while we review whether oxygen generators, carried as cargo, might pose an unacceptable safety risk to passenger airlines," said Dr. Sharma. "The Federal Aviation Administration will immediately notify all passenger carriers that they may not accept for shipping or transport oxygen generators as cargo." In a communication issued today to all passenger airlines by FAA Administrator David Hinson, the agency warned that a violation of the ban would constitute "an extremely serious offense." Additionally, to ensure wide knowledge of this action, the FAA today issued letters to groups representing the aviation industry, repair stations and field inspectors informing them of the new safety requirements of the prohibitions.

Under current authority, any person violating airline hazardous materials regulations, including this ban, is subject to a penalty of up to \$25,000 for each violation. A willful violation is subject to criminal penalties of up to five year in prison and/or fines.

The ban, which will be in effect until January 1, 1997, applies to foreign and domestic passenger-carrying aircraft entering, leaving or operating in the United States, and to any person offering chemical oxygen generators as cargo on such aircraft. The ban does not apply to cylinders containing compressed oxygen, because these cylinders do not generate heat in the production of oxygen. The ban also does not apply to oxygen generators provided by air carriers

(More)

for passengers who require oxygen for medical purposes.

Additionally, the prohibition does not affect the transportation of properly installed chemical oxygen generators designed to provide oxygen to passengers and crew in the event of an emergency, which are contained in thermal protective casings.

The prohibition is in the form of an interim final rule issued by RSPA, which maintains regulatory authority over the transportation of hazardous materials by airlines. During the term of the ban, RSPA will seek public comment and will subsequently determine whether to make the prohibition permanent, or to modify or terminate it.

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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, June 3, 1996

DOT 129-96  
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 April 1996 and denied boarding for January-March 1996.

The report shows that the 10 largest U.S. airlines had an on-time arrival rate of 80.2 percent in April, an improvement over March's 75.9 percent but not as good as the 81.3 percent mark recorded in April 1995.

The carriers posted a mishandled baggage rate of 4.38 complaints per 1,000 passengers in April, better than both March's rate of 5.38 and April 1995's 4.58.

Consumers filed 548 complaints with the department about airline service in April, 10 percent fewer than the 612 received in March but up 30 percent from April 1995's total of 422.

The airlines had a rate of denied boarding, or bumping, of 1.31 per 10,000 passengers during the first three months of 1996, an increase over both the 1.16 rate posted during the fourth quarter of 1995 and the 1.07 rate for the first quarter of 1995.

Consumers may file their complaints with the Aviation Consumer Protection Division, U.S. Department of Transportation, C-75, 400 7th St., S.W., Room 4107, Washington, D.C. 20590.

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

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U.S. Department of  
Transportation

# News:

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

FOR IMMEDIATE RELEASE  
Thursday, June 13, 1996

DOT 147-96  
Contact: Don Zochert  
Tel.: (847) 294-7430  
Contact: Bill Adams  
Tel.: (202) 366-5580

## PEÑA COMMISSIONS COMMUNICATIONS SYSTEM AT CHICAGO AIR TRAFFIC CENTER

AURORA, ILL.- Continuing a commitment to upgrade and replace aging equipment at air traffic control centers across the country, Transportation Secretary Federico Peña today introduced new communication and radar systems in a ceremony at the Chicago Air Route Traffic Control Center in Aurora, Ill.

The Secretary commissioned the Voice Switching and Control System (VSCS) for the Chicago center and pointed out a new computer enhancement, the Display Channel Complex Rehost (DCCR), which has been delivered 10 months early to the center. After rigorous testing, it is expected to be fully operational by December.

"The VSCS is state-of-the-art equipment that will help the FAA keep pace with the increasing demands on air traffic services," Secretary Peña said. "The installation of this new equipment is another example of how we are fulfilling President Clinton's promise to the American people to modernize the air traffic control system."

The VSCS, a key element of the FAA's aggressive plan to revitalize the U.S. air traffic control system, replaces 1950's technology with modern digital equipment and fiber optics. VSCS provides high-speed message transfer and virtually eliminates communications delays. The new system will allow pilots and controllers to communicate more efficiently by using touch activated monitors to direct calls.

- (more) -

"The beauty of VSCS is that it is a system for today and tomorrow," said Secretary Peña, who pointed out that Chicago Center handled more than 2.9 million flights last year. "With today's installation, we are at the midway point in our billion dollar investment program to install 21 of these radio systems across the country. The entire network will be up and running early next year and will help us to manage air traffic growth well into the 21st century."

A digital software system, the VSCS can accommodate a peak traffic flow of 1,400 calls per minute and has a flexible design that allows air traffic facilities to configure the system to meet specific needs. Controllers at each en route center can adjust their communications system to respond to changes in traffic volume, weather conditions and controller workload.

"Right now, 500 million passengers fly annually. In the next decade, that number will increase by an additional 300 million," Secretary Peña said. "The FAA must have the tools it needs to ensure safety and efficiency, and this equipment is an important step in the right direction."

Also highlighted by Secretary Peña was the newest delivery to the Chicago Center - the DCCR, an upgraded processor for computers handling radar and flight information at the Chicago center.

Secretary Peña updated the status of the new Terminal Doppler Weather Radar (TDWR). This key weather safety radar for O'Hare International Airport is expected to be up and running in July. The TDWR provides microburst and windshear warning to air traffic controllers, who in turn transmit the information to aircraft pilots in the terminal area.

Chicago Center is the ninth system commissioned; the first was in Seattle June 30, 1995. During the next nine months, the FAA plans to complete commissioning of VSCS at each of the agency's 21 Air Traffic Control Centers nationwide. The last of the new communications systems is scheduled at Jacksonville Center in February 1997. The agency's continued commitment to upgrading and replacing aging equipment will be greatly facilitated by the new acquisition reforms announced in March.

In April 1996, Secretary Peña unveiled another piece of equipment at the Chicago Center. The advanced Airport Surface Detection Equipment (ASDE-3) is a digital radar for the new air traffic control center at O'Hare, which helps controllers safely direct aircraft on the ground.

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**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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**Eliot Brenner**  
**Assistant Administrator for Public Affairs**

Eliot Brenner, a veteran journalist and speechwriter to three cabinet officers, was appointed assistant administrator for public affairs June 24, 1996.

After a year at a coastal Georgia daily newspaper, Brenner joined United Press International in late 1972, working briefly in Charlotte, N.C., and then in Raleigh, rising to be the senior political reporter for the news agency. He transferred to the Washington, D.C., bureau in 1979, working first as a desk editor, as UPI's aviation reporter and then as defense correspondent on Capitol Hill. In his final assignment for UPI, Brenner covered the Pentagon and served as senior national security correspondent. In that capacity he was dispatched to Saudi Arabia to cover preparations for the Gulf War, and he later directed UPI's Pentagon coverage of the War. During the conflict, he co-authored "Desert Storm: The Weapons of War," a comprehensive guide to the weaponry involved in the fighting.

Brenner left UPI in December 1991, joining the staff of then-Defense Secretary Dick Cheney as a speechwriter, then becoming the senior speechwriter for Treasury Secretary Lloyd Bentsen and his successor, Robert E. Rubin.

Brenner -- a fourth generation journalist -- attended Oxford College of Emory University and is a 1971 graduate of Georgia State University with a B.A. in journalism. He holds a private pilot's license and is a recipient of the Defense Medal for Outstanding Public Service.