



**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE

Monday, July 1, 1996

DOT 158-96

Contact: Bill Adams

Tel.: (202) 366-5580

**DOT Issues Monthly
Air Travel Consumer Report**

The U.S. Department of Transportation today issues its monthly Air Travel Consumer Report, which contains information about airline on-time arrivals, mishandled baggage and consumer complaints for May 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 78.9 percent in May, slightly below the 80.2 percent rate recorded in April and 80.7 percent mark in May 1995.

The carriers posted a mishandled baggage rate of 4.34 complaints per 1,000 passengers in May, better than both April's rate of 4.38 and May 1995's 4.48.

Consumers filed 577 complaints with the department about airline service in May, 5 percent more than the 548 reported in April and 4 percent more than May 1995's total of 554.

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 Seventh 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, July 9, 1996

DOT 160-96

Contact: Bill Mosley

Tel.: (202) 366-5580

Secretary Peña Announces Support For Aviation Whistleblower Protection

U.S. Secretary of Transportation Federico Peña today announced Department of Transportation support for enactment of a bill to provide whistleblower protection for airline employees.

In a letter he sent today to the House Committee on Transportation and Infrastructure, Secretary Peña said the bill would provide important safety benefits and establish an important framework within which an individual employed by an airline could provide information to the government without fear of retribution.

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Editor's Note: A copy of Secretary Peña's letter is attached to this news release.

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



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

July 9, 1996

The Honorable Bud Shuster
Chairman, Committee on Transportation
and Infrastructure
U.S. House of Representatives
Washington DC 20515

Dear Mr. Chairman:

I am writing to express the Department of Transportation's support for the enactment of H.R. 3187, a bill

"To amend title 49, United States Code, to provide protection for airline employees who provide certain air safety information."

H.R. 3187 would establish an important framework within which an individual employed by an air carrier or a contractor or subcontractor of an air carrier can provide information concerning air safety to the Federal Government without fear of retribution by an employer. The bill would establish a process under which an employee may request that the Department of Labor consider a complaint regarding discharge or discrimination on account of having made such information available.

We believe that the enactment of this bill could provide important safety benefits, and we would like to provide the Committee with several suggestions for improvements in the language.

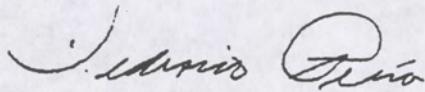
While the Federal Aviation Administration (FAA) has a safety hotline pursuant to which individuals may bring safety information to the FAA's attention anonymously or request that the FAA keep their identities confidential, it can be impractical in some cases to aggressively pursue safety concerns under these limitations. The establishment of "whistleblower" protection for air carrier and contractor personnel offers added and appropriate protection to employees whose information could prove invaluable to making safety improvements.

We strongly encourage anyone with information that can help improve aviation safety to make that information available to the FAA. The enactment of H.R. 3187 would provide an added inducement for employees

to share that type of information with the FAA. Accordingly, we urge its early enactment.

The Office of Management and Budget advises that there is no objection, from the standpoint of the Administration's program, to the views expressed in this report.

Sincerely,

A handwritten signature in cursive script, appearing to read "Federico Peña".

Federico Peña



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Thursday, July 11, 1996

DOT 162-96

Contact: Bill Adams

Tel.: (202) 366-5580

**Secretary Peña Voices Strong Support
For Bill to Eliminate FAA's Dual Mandate**

U.S. Secretary of Transportation Federico Peña today announced his strong support for amendments to the FAA Reauthorization Act by Senators Ron Wyden and Wendell Ford to eliminate the Federal Aviation Administration's (FAA) so-called "dual mandate."

"I want to commend Senator Wyden and Senator Ford for their action," said Secretary Peña. "The amendments, which have been adopted by the Senate Commerce Committee, will ensure continuing confidence in the FAA's commitment to the safety of the nation's skies."

The FAA was charged with a mission to promote both aviation safety and commerce in 1958. "This led to the unacceptable perception that the FAA had to make choices between ensuring safety and promoting the industry it regulates," Secretary Peña said.

Secretary Peña first announced his support for the elimination of the dual mandate last month. Most recently the department and Senators Wyden and Ford worked together on legislative language which the Secretary endorsed today.

Secretary Peña said that safety has always been the FAA's top priority. "This is the only acceptable standard, and we are committed to it," he said.

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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, July 26, 1996

DOT 172-96
DOT Contact: Bill Mosley
Tel.: (202) 366-5571
DOI Contact: John Right
Tel.: (202) 208-6416

DOT ISSUES PROPOSAL TO REDUCE AIRCRAFT NOISE AT GRAND CANYON

The Department of Transportation today proposed measures to reduce noise from sightseeing aircraft in Grand Canyon National Park.

The department's Notice of Proposed Rulemaking, developed in consultation with Interior Secretary Bruce Babbitt, is the first step in implementing President Clinton's Earth Day commitment to "reduce noise immediately and to make further substantial progress toward restoration of natural quiet" at the Grand Canyon, one of the nation's most precious national treasures.

"This proposal reflects my personal commitment to the restoration of natural quiet in the park and to the safety of aircraft operating there," Secretary of Transportation Federico Peña said. "It is a valuable first step toward the important goal of reducing noise in this fabulous park. I am committed to working with Secretary Babbitt, affected parties and the general public to ensure that the final rule is effective in preserving quiet over the long term while allowing appropriate sightseeing access to the park by air. We will specifically work with Native American tribes whose lands and interests may be affected by this rulemaking."

"When the final rule is fully implemented, visitors will be able to experience the immense quiet that Major John Wesley Powell and his expedition found when they encountered the Grand Canyon over a hundred years ago," said Babbitt. "As a boy growing up in Flagstaff, Ariz., the Grand Canyon was my backyard. I believe most Americans, regardless of where they grew up, consider the Grand Canyon a unique treasure that belongs to all of us and should be protected. This proposed rule is a great first step toward resolving this important issue."

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The notice proposes new and modified flight-free zones and flight-free corridors for the park, resulting in an increase of flight-free areas to 87 percent of the park.

"Peace and tranquility will be restored to a significant portion of the park immediately as a result of these change," Secretary Peña added.

In addition, to provide further protection to the park, this notice also contains regulatory proposals for flight-free periods within the park and/or a cap on commercial sightseeing air tours. However, it leaves open which options will ultimately be implemented. That decision will be made when the rule is issued in final form, which the President has directed be done by the end of this year.

To assist the department in determining the most effective and reasonable set of options, the notice seeks information from affected members of the public. This information will be a vital part of the department's work in finalizing this rule. Public comment will be accepted for 60 days.

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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, August 1, 1996

DOT 177-96
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 June 1996.

The report shows that the 10 largest U.S. airlines had an on-time arrival rate of 74.7 percent in June, down slightly from both May's 78.9 percent and the 75.9 percent mark recorded in June 1995.

The carriers posted a mishandled baggage rate of 5.02 complaints per 1,000 passengers in June, not as good as either May's rate of 4.34 or June 1995's 4.97.

Consumers filed 530 complaints with the department about airline service in June, 8 percent fewer than the 577 complaints received in May and 14 percent fewer than the 616 tallied in June 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
Wednesday, August 9, 1995

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

INCREASED TRANSPORTATION SECURITY MEASURES ANNOUNCED

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

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

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

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

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

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

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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, August 9, 1995

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE

Wednesday, August 14, 1996

DOT 184-96

Washington Contact: Bill Adams

Tel.: (202) 366-5580

Ottawa Contact: Robert Greenslade

Tel.: (613) 990-6055

U.S. and Canada Agree to Establish Working Group To Examine Closer Great Lakes/Seaway Cooperation

WASHINGTON/OTTAWA – U.S. Secretary of Transportation Federico Peña and Canadian Transport Minister David Anderson today announced that they have agreed to establish a new U.S./Canadian working group to examine the possibility of greater cooperation between the two countries in administering and managing services in the Great Lakes/St. Lawrence Seaway System.

"The working group will explore ways to achieve a more integrated and cooperative approach to reduce user costs and increase system competitiveness," said Secretary Peña. "Since 1959, the United States and Canada have jointly managed this important international route for the movement of goods to and from North America. The next step in the process of preparing the Seaway for the challenges of the future is to explore avenues of increased binational cooperation."

Currently, the St. Lawrence Seaway is operated and maintained by the U.S. Saint Lawrence Seaway Development Corporation, a modal administration of the Department of Transportation, and the Canadian St. Lawrence Seaway Authority, a Crown corporation. Both countries are restructuring their organizations and now pursuing ways, through new cooperative mechanisms, to hold down costs for taxpayers and users.

The working group will exchange timely information on the respective U.S. and Canadian efforts to restructure their Seaway organizations and identify workable options to improve binational management of the Seaway. It will also make an analysis of other aspects of the overall system: navigation aids, vessel traffic control systems, ice breaking, communication systems, and other locks outside the scope of the binational Seaway agreement, identifying opportunities to eliminate or reduce duplication.

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The group will comprise representatives from the U.S. Department of Transportation, Transport Canada and the Canadian Department of Fisheries and Oceans, as well as other affected government departments and agencies in both countries.

"Canada and the United States have a long history of cooperation in operating this important binational waterway, and I am confident that this renewed spirit of cooperation between the two governments will result in a more efficient and competitive Great Lakes/Seaway system," said Mr. Anderson.

Following its first meeting in Ottawa, the working group will hold a second meeting in Washington in late August and a public outreach meeting in Chicago on Sept. 4. The working group will deliver a progress report of its findings to the Canadian Ministers of Transport and of Fisheries and Oceans and the U.S. Secretary of Transportation by late September.

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



**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE
Thursday, August 29, 1996

DOT 191-96
Contact: Bill Schulz
Tel.: (202) 366-4570

DOT ISSUES SHOW CAUSE ORDER, TENTATIVELY FINDING VALUJET FIT TO RESUME OPERATIONS

The Department of Transportation (DOT) today issued a show cause order tentatively finding ValuJet Airlines, Inc., fit to resume its certificated air carrier operations. The department has tentatively redetermined that the carrier is fit, willing, and able to resume providing domestic scheduled air service.

This action follows the Federal Aviation Administration's (FAA) reinstatement of ValuJet's air carrier operating privileges.

Interested persons have been given seven calendar days to show cause why the DOT's tentative findings and conclusions should not be made final. ValuJet would be allowed to resume operations only after issuance of a final order finding it fit to do so.

Under its agreement with the FAA, ValuJet will operate a substantially smaller fleet of aircraft upon returning to service, starting with up to nine aircraft and adding up to six more in the next few days. Under the DOT show cause order, ValuJet will be required to advise the DOT at the same time it requests approval by the FAA of any plans to expand its operations beyond the initial 15 aircraft reflected in ValuJet's new business plan. This will allow the department to monitor the company's expansion for any impact it may have on ValuJet's managerial capabilities or compliance disposition.

When conducting a redetermination of a carrier's fitness, the Department applies the same three-part test used to determine the fitness of new air carrier applicants: 1) whether it will have the managerial skills and technical ability to conduct the proposed operations; 2) whether it will have access to sufficient financial resources to recommence operations without posing an undue risk to consumers; and 3) whether it is disposed to comply with the statutes and regulations imposed by federal and state agencies.

Specifically, the DOT show cause order finds:

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- The background and experience of ValuJet's management team fully qualifies them to oversee the carrier's operations;
- DOT's review of ValuJet's forecasts and current financial condition finds that the company continues to have available to it funds sufficient to allow it to recommence operations at its planned scaled-back level without undue economic risk to consumers; and
- ValuJet has taken a number of steps to strengthen management and procedures and has demonstrated a disposition to comply with all applicable laws and regulations.

ValuJet ceased operations pursuant to a consent order reached between the carrier and the Federal Aviation Administration on June 18. The FAA approved reinstatement of ValuJet's air carrier operating privileges on August 29. Reinstatement of ValuJet's safety certification follows an intensive FAA review of ValuJet's revised maintenance and operations programs and full compliance with the conditions set forth by the FAA in its June 18 consent order.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, September 3, 1996

DOT 192-96
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 July 1996, and reports of involuntary denied boarding, or bumping, for the second quarter of this year.

The 10 largest U.S. carriers posted a 75.3 percent on-time record in July, better than June's 74.7 percent mark but not as good as July 1995's 80.1 record.

The airlines reported a mishandled baggage rate of 5.17 complaints per 1,000 passengers in July, not as good as either June's 5.02 rate or July 1995's 5.11.

The carriers posted a bumping rate of 1.06 per 10,000 passengers during April-June 1996, an improvement over the 1.31 rate of the previous quarter but not as good as the 1.02 rate posted during the second quarter of 1995.

Consumers registered 758 complaints with the department in July, a 43 percent increase over the 530 complaints received in June and 48 percent more than the 513 tallied in July 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 10405, Washington, D.C. 20590.

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

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Tuesday, September 3, 1996

DOT 193-96

Contact: BTS Product Line

Tel.: (202) 366-DATA

**UPDATED WATERWAY DATA ON
CD-ROM NOW AVAILABLE FROM DOT**

The U.S. Department of Transportation today announced that updated information on United States navigable waterways is now available on CD-ROM.

The data for the Waterway CD-ROM is a compilation of waterway databases, reports and graphics related to the navigable waters in the U. S., including inland, offshore, the Great Lakes and the Saint Lawrence Seaway. The data were provided to BTS by the U.S. Army Corps of Engineers, the U.S. Bureau of the Census, the U.S. Coast Guard, Oak Ridge National Laboratory, and Vanderbilt University, and provide a basis for intermodal analysis with reliable data to support future waterway and intermodal applications.

Dr. T. R. Lakshmanan, Director of BTS, said, "Accessibility to these data is vital to the transportation community. This product is another example of fostering interagency and intra-agency cooperation through data sharing. It provides a mechanism to integrate waterway data."

To order a copy of the CD-ROM, contact the Bureau of Transportation Statistics by phone at (202) 366-DATA, FAX at (202) 366-3640, or by writing to the Bureau of Transportation Statistics at BTS/DOT, 400 Seventh Street, S.W., Washington, D.C. 20590. The data may also be ordered on the Internet worldwide web at <http://www.bts.gov> under "Products."

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Monday, September 9, 1996

DOT 195-96

Contact: Wendy Burt

Tel.: (202) 366-5565

**SECRETARY PEÑA ANNOUNCES RULE FOR FAMILY NOTIFICATION
IN U.S.-INTERNATIONAL FLIGHT DISASTERS**

U.S. Transportation Secretary Federico Peña today announced a notice of proposed rulemaking that would require air carriers involved in an aviation disaster on a flight between the United States and another country to provide a comprehensive passenger manifest to the State Department within one hour.

The rule, which is one of the recommendations of the Aviation Safety and Security Commission headed by Vice President Gore, covers all passengers on U.S. air carriers and U.S. citizens and lawful permanent residents on foreign air carriers on international flights to and from the United States.

As required by Section 203 of the Aviation Security Improvement Act of 1990, the list will contain the full name of each passenger, the passport number and country where it was issued, and a name and telephone number of an emergency contact, if provided. The proposed rule also asks for comments on whether items not required by the Act should also be included in the manifest, such as each passenger's date of birth.

"As recent accidents have illustrated, a more prompt and accurate initial notification to the families of victims is needed," Peña said. "Under the proposed rule, an airline would have to collect a complete manifest that could be quickly turned over to authorities. Notification could begin sooner because the airline would have in place a procedure and system for collecting complete names and other information they would need in an emergency.

"While the rule I'm proposing today applies only to international flights to and from the U.S., my office will explore further actions to address the need to notify families involved in any aviation accident," Peña said. "I have already directed my office to evaluate how to ensure speedy notification for families of victims of aviation disasters involving domestic flights."

The proposed rule will be published in the *Federal Register* tomorrow. Comments on the rulemaking are due by November 12, 1996.

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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, September 19, 1996

DOT 208-96

Washington Contact: Bill Adams

Tel.: (202) 366-5580

Ottawa Contact: Phil Hurcomb

Tel.: (613) 990-6854

**U.S./Canadian Great Lakes/Seaway Working Group
Releases Progress Report on Greater Binational Cooperation**

WASHINGTON/OTTAWA -- Aids to navigation, vessel inspections, and vessel traffic control in the St. Lawrence Seaway are among the operations recommended for greater binational coordination between the United States and Canada, according to a progress report released today by a joint U.S./Canadian working group on the Great Lakes/Seaway system.

The progress report was presented to U.S. Secretary of Transportation Federico Peña and Canadian Transport Minister David Anderson at the annual meeting of the American Association of Port Authorities in Vancouver. It was also presented to Fisheries and Oceans Minister Fred Mifflin in Ottawa.

"The working group's report clearly highlights a number of operational activities that could be conducted more efficiently and at less cost by eliminating duplication," Secretary Peña noted. "The two countries have had a long and successful history of working together to improve Seaway and Great Lakes operations and efficiency, and these recommendations will further their binational cooperation."

"I am pleased with the progress made to date by the working group," said Mr. Anderson. "I am convinced that increased cooperation will enhance the future viability of this important link with our international trading partners."

Secretary Peña and Mr. Anderson agreed to establish the working group last June 5 to examine the possibility of greater cooperation between the two countries in administering and managing services in the Great Lakes/St. Lawrence Seaway System, increasing system competitiveness and reducing user costs. The Canadian Coast Guard, under Mr. Mifflin, had already launched a comparable effort with the U.S. 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

Wednesday, September 25, 1996

DOT 211-96

Contact: Kevin P. O'Malley

Tel.: (202) 366-9816

Seaway Corporation Proposes Rate Increase for U.S. Great Lakes Pilots

Following the completion of the first full rate review since 1987, the Saint Lawrence Seaway Development Corporation today proposed a rate increase for the 38 registered vessel pilots of the three U.S. Great Lakes pilotage districts, as required by federal regulations.

The new rate, if approved after a 45-day comment period and consultations with the Canadian government, will be the first compensation increase for U.S. Great Lakes pilots since an interim rate increase in 1992.

Federal regulations require U.S. Great Lakes pilots to be compensated at the same level as Great Lakes masters and first mates. This proposed increase would ensure that those compensation targets are met.

The proposed rates were calculated using a newly developed methodology devised by the U.S. Department of Transportation. Following extensive input from the three pilotage districts and various revisions, the final methodology was published in May. The results of independent audits of the pilotage districts were also used in determining the new rates. The new methodology requires that pilotage rates be reviewed at least once a year. This yearly review will serve to avoid fluctuations in pilot compensation and avoid large changes in rates. Previous rate reviews took as long as five years.

"This yearly review will serve to avoid fluctuations in pilot compensation and avoid large changes in rates," Seaway Corporation Administrator Gail C. McDonald said. "The Office of Great Lakes Pilotage applied the new methodology to determine rates in a record-setting four months. Today's proposed rulemaking will ensure that future rate reviews are performed expeditiously."

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

FOR IMMEDIATE RELEASE

Thursday, September 26, 1996

DOT 213-96

Contact: Bill Mosley

Tel.: (202) 366-5571

DOT ISSUES FINAL ORDER, FINDING
VALUJET FIT TO RESUME OPERATIONS

The Department of Transportation (DOT) today issued a final order finding ValuJet Airlines fit, willing, and able to resume its domestic scheduled air service.

This action finalizes the department's tentative findings in its Aug. 29 show cause order. In that order, the department gave interested parties an opportunity to file objections to its tentative conclusion that ValuJet was fit. Today's order is the second and final necessary step for the airline to resume operations.

ValuJet ceased operations pursuant to a consent order reached between the carrier and the Federal Aviation Administration (FAA) on June 18. The FAA approved reinstatement of ValuJet's air carrier operating privileges on Aug. 29.

When conducting a redetermination of a carrier's fitness, the department applies the same three-part test used to determine the fitness of new air carrier applicants: 1) whether it will have the managerial skills and technical ability to conduct the proposed operations; 2) whether it will have access to sufficient financial resources to recommence operations without posing an undue risk to consumers; and 3) whether it is disposed to comply with the statutes and regulations imposed by federal and state agencies.

After a thorough review of objections to the show cause order, as well as answers in support of ValuJet's recertification, the department concluded that the company met these qualifications. Specifically, the department found that:

- The background and experience of ValuJet's management team fully qualify them to oversee the carrier's operations;

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- DOT's review of ValuJet's forecasts and current financial condition finds that the company continues to have available to it funds sufficient to allow it to recommence operations at its planned scaled-back level without undue economic risk to consumers; and
- ValuJet has taken a number of steps to strengthen management and procedures and has demonstrated a positive disposition to comply with all applicable laws and regulations.

In its order, the department noted that most of the objections concerned the safety of ValuJet's planned operations. The FAA has carried out a thorough investigation into the company's proposed operations, the department said, and has concluded that the company will operate in compliance with safety regulations.

DOT's final order requires ValuJet to advise the department of any plans to expand its operations beyond the initial 15 aircraft reflected in the company's new business plan. This will allow the department to monitor the company's expansion for any impact it may have on ValuJet's managerial capabilities.

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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, October 3, 1996

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

Statement of U.S. Transportation Secretary Federico Peña Concerning Passage of the FAA Reauthorization Bill

I want to thank FAA Administrator David Hinson, Deputy Administrator Linda Daschle, Senators John McCain and Wendell Ford for their commitment to seeing this bill to passage. This bill means improved security and enhanced safety for the traveling public. It means that enhanced aviation security measures recommended by the White House Commission on Aviation Safety and Security will move forward.

The bill will provide for criminal history background checks for the people who screen carry-on luggage at airports, and will require airlines to review performance records of pilots applying for positions with other carriers.

The congressional action today also addresses the need for a long-term funding strategy for the FAA through the creation of the National Civil Aviation Review Commission. Airports will be assured that the much needed airport improvement program will continue to be available to accommodate increased air traffic at the nation's airports.

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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, October 7, 1996

DOT 226-96

Contact: Bill Schulz

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Peña Conducts Aviation Security Tour At Los Angeles International Airport

LOS ANGELES -- U.S. Secretary of Transportation Federico Peña, a member of the White House Commission on Aviation Safety and Security, today toured aviation security facilities at Los Angeles International Airport and applauded anti-terrorism legislation recently signed by President Clinton.

"Under the leadership of President Clinton and Vice President Gore, we have taken a major step forward in this country's anti-terrorism effort," Secretary Peña said, referring to legislation last week to fund new airport security measures. "We now will have funds to invest in new bomb detection equipment, to speed up research and development, to hire more security specialists and to train more dog teams and to conduct security checks on those who screen luggage."

Secretary Peña credited U.S. Representative Jane Harman, whose district includes Los Angeles International Airport, for her support of the White House Commission and for helping Los Angeles International become an example of efforts to make facilities more secure for air travelers.

"As one of the nation's busiest airports -- a facility that is growing by leaps and bounds -- and as a gateway to Asia, Los Angeles International is a vital element in the implementation of White House Commission's recommendations," Secretary Peña said.

He also noted that, in addition to nearly \$200 million for increased airport security in legislation signed by President Clinton Sept. 30, the FAA re-authorization bill will further improve security by providing funds for criminal history background checks of the people who screen carry-on luggage and by requiring airlines to review performance records before they hire pilots who apply for air crew positions.

--more--

The reauthorization bill also addresses the need for a long-term funding strategy for the FAA through creation of the National Civil Aviation Review Commission and continues funding grants for other airport improvements, Secretary Peña said.

At Los Angeles International, he met with members of the security consortium, which is a government-industry partnership working to tailor the best security system for the airport.

In addition, he toured airport security facilities, including the V-Net, a state-of-the-art video monitoring network that provides surveillance of almost all the airport's security checkpoints. Secretary Peña also saw how the V-Net is interconnected with the airport's security communications system.

The tour included an exhibit of electronic signs at Los Angeles International that caution travelers about leaving vehicles and luggage unattended.

The 17-member White House Commission on Aviation Safety and Security, chaired by Vice President Gore, on Sept. 9 presented to President Clinton its recommendations to improve security throughout the nation's aviation system. A fundamental recommendation calls for new government and industry partnerships "to marshal resources more effectively, and focus all parties on achieving the ultimate goal: enhancing the security of air travel for Americans."

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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, October 10, 1996

DOT 227-96

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Contact: Bill Adams

Tel.: (202) 366-5580

**PEÑA DEDICATES NEW O'HARE TOWER,
CHICAGO-AREA APPROACH FACILITY**

Secretary of Transportation Federico Peña today dedicated a new \$28 million airport traffic control tower at Chicago-O'Hare International Airport and a new \$90 million Chicago-area approach control facility in suburban Elgin.

The new facilities represent a major commitment by the Federal Aviation Administration to enhance the safety and efficiency of the nation's air traffic control system with the latest technology.

"When I first came into office, one of the top priorities President Clinton asked me to work on was upgrading our air traffic control system," Secretary Peña said. "He wanted our air traffic controllers to have the technology they need to land planes safely and efficiently, and he wanted passengers to have the facilities they need to travel efficiently.

"Since I have been in office, we've commissioned 26 new control towers across the country, from Allentown to Los Angeles, and now Chicago," he added. "We are cutting in half the time it takes to award contracts for new air traffic control equipment."

"The new tower will give the controllers better views of O'Hare's runways, while offering a larger and greatly improved working environment," said Chicago Mayor Richard M. Daley. "The federal government's investment in this facility and the new regional control center in Elgin demonstrates their commitment to the safety of the more than 67 million passengers who travel through O'Hare each year."

-more-

The 260-ft. tower has the largest cab ever built by FAA and gives controllers a working view of the runways that is 63 feet higher than the current tower at O'Hare. It includes a three-story administrative and operations base building.

The new Chicago terminal radar approach control facility (TRACON) at Elgin combines ample administrative workspace with a spacious control room area providing more control positions, effective access to equipment and enough space that future operational needs can be met without additional construction costs. Among technical improvements are a state-of-the-art system for providing crucial information to controller radar screens, an automated flight data processing system and new digital radar screens that provide approach controllers with razor-sharp, clear pictures of airborne radar targets.

The new facilities increase FAA's flexibility in meeting air traffic management needs in the busy Chicago area. Their dedication represents a major planning, logistical and technical achievement--bringing two new state-of-the-art facilities on line from an existing combined facility at the world's busiest airport without missing a single arrival or departure.

Both facilities feature greatly improved working environments for controllers and technicians as well as improved communications and new equipment with increased redundancy.

Tower controllers provide clearances for airplanes that are departing or landing at the airport and control the movement of airplanes on the ground. O'Hare is the busiest FAA airport traffic control tower in the country, handling approximately 900,000 airport operations last year.

Radar or approach controllers guide airplanes within about a 50-mile radius of O'Hare, including planes using Chicago-Midway and other airports. Last year, controllers at the Chicago TRACON recorded more than 1.3 million instrument operations, third-busiest in the nation.

Commissioning of the new facilities is being accomplished in stages, allowing time for full testing of new equipment and interfaces and appropriate training for air traffic controllers and technicians.

The Secretary was joined by Mayor Richard M. Daley of Chicago, Deputy FAA Administrator Linda Hall Daschle and U.S. Rep. William Lipinski (D-ILL.) at the O'Hare tower dedication. Elgin Mayor Kevin Kelly, Deputy Administrator Daschle and others joined the Secretary in dedicating the new TRACON. National and local leaders of the National Air Traffic Controllers Association and Professional Airway System Specialists participated in both ceremonies.

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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, November 4, 1996

DOT 252-96
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 September 1996.

The 10 largest U.S. carriers posted a 78.7 percent on-time record in September, better than August's 74.7 percent mark but not as good as September 1995's 85.6 percent record.

The airlines reported a mishandled baggage rate of 4.51 complaints per 1,000 passengers in September, better than August's 5.13 rate but not as good as September 1995's 4.11 rate.

Consumers registered 565 complaints about airline service with the department in September, a 16 percent decrease from the 672 complaints received in August but 26 percent more than the 449 tallied in September 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 10405, Washington, D.C. 20590.

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

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE

Tuesday, November 12, 1996

DOT: 255-96
Contact: Steven Akey
Tel.: (202) 366-4570

PEÑA ANNOUNCES DECISION NOT TO SERVE SECOND TERM

U.S. Transportation Secretary Federico Peña today met with President Clinton and said he has chosen not to serve another term as a member of President Clinton's Cabinet, and will leave his post effective January 20, 1997.

"I look forward to having a formal occasion to thank Secretary Peña on behalf of the American people for his excellent service to our country," President Clinton said. "The American people should be gratified for his work."

Secretary Peña released the following statement:

This afternoon I met with President Clinton and told him that with a deep sense of pride in our accomplishments these past four years I have chosen not to serve another term as Secretary of Transportation. I told the President I will remain on the job until January 20th to ensure a smooth transition.

With the President's leadership, safety remains our highest transportation priority. We are building the transportation system America deserves for the 21st century. We are investing more in our infrastructure than at any time in history. We are making it easier for Americans to travel around the world. We are linking communities with transportation systems so more Americans can reach their jobs. And the President has produced an economy where our transportation industry has thrived, creating 500,000 new transportation services jobs in four years.

Critical to all of this success has been the emphasis President Clinton has given to the Transportation Department, always understanding that transportation is the link to strengthening our economy and improving the quality of life for Americans. Also critical has been the excellent work of the men and women of the Transportation Department, who serve the American people every day.

- (more) -

I thanked the President for his confidence in me four years ago in asking me to join his activist Cabinet. And I thanked him for his interest in having me serve in the Cabinet for a second term. But four years ago when I came to office, I had decided to serve only one term. After 16 years of public service, it's time for me to find new challenges in the private sector. However, as a private citizen, I will do all I can to advance President Clinton's agenda for the 21st century.

I have been proud to serve my President and my country.

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News:

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

FOR IMMEDIATE RELEASE
Wednesday, November 13, 1996

DOT 257-96
Contact: Bill Mosley
Tel.: (202) 366-5571

UPS, POLAR TENTATIVELY SELECTED FOR U.S.-PHILIPPINES ALL-CARGO SERVICE

The Department of Transportation today tentatively selected United Parcel Service (UPS) and Polar Air Cargo to provide new scheduled all-cargo air service between the United States and the Philippines.

As a result of a new U.S.-Philippine aviation agreement signed last November, the United States may designate two additional carriers to provide scheduled all-cargo service between the two countries. Currently, Federal Express is the only scheduled U.S. all-cargo carrier in the market.

In a show-cause order, the department noted that UPS was the only carrier among the applicants offering comprehensive, integrated express/small package service as well as general freight service. For this reason, the department tentatively concluded that UPS would provide the best service for shippers while providing the best competition to Federal Express. The department also tentatively determined that Polar offered the most single-plane service and the greatest amount of traffic between the two countries.

Also applying for the services were Evergreen International Airlines, Northwest Airlines and World Airways.

Objections to the tentative decision are due Nov. 26, and answers to objections Dec. 6. After the end of the comment period, the department will issue a final decision.

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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, November 15, 1996

DOT 258-96
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT TENTATIVELY AWARDS NEW U.S.-TORONTO SERVICES

The Department of Transportation today tentatively awarded rights to four U.S. airlines for services to Toronto that will become available during the final third year phase-in of the U.S.-Canada bilateral aviation agreement.

"With these route awards, we continue the process begun by President Clinton last year with the achievement of our historic open-market aviation agreement with Canada," Secretary of Transportation Federico Peña said. "The rapid opening of the U.S.-Canada market already has benefited passengers, shippers, and the economies of cities in both countries. This process will accelerate when the transborder market is completely deregulated in 1998."

The department tentatively awarded new Toronto rights to Continental Airlines for service from Newark, N.J.; Delta Air Lines from Atlanta; Midway Airlines from Raleigh/Durham, N.C.; and Northwest Airlines from Minneapolis/St. Paul. Trans World Airlines received backup authority for service from St. Louis. The newly-selected carriers each may operate two new daily round-trip flights in the market starting Feb. 24 next year.

In a show-cause order, the department tentatively concluded that the carriers selected will offer the strongest competition to foreign carriers and other U.S. carriers in the U.S.-Toronto market. In tentatively selecting Midway, the department noted that it would introduce to U.S.-Toronto service a new carrier with service to important southeastern markets. The tentative selection of Northwest would introduce nonstop U.S.-flag service between Minneapolis/St. Paul and Toronto.

-more-

During the first year of the U.S.-Canada agreement, the department granted authority for Toronto service to Delta for service from Atlanta and TWA from St. Louis. During the second year, DOT selected Continental to fly from Newark and USAir from Washington's National Airport. If the tentative decision is made final, Continental and Delta will add the two new daily round-trip flights to their existing services.

The United States and Canada signed the new agreement on Feb. 24, 1995, enabling services between the two countries to expand significantly. The agreement allows U.S. carriers unrestricted rights to transborder markets, with the exception of temporary limitations on new services to Toronto, Montreal and Vancouver. New services to Montreal and Vancouver are being phased in over two years, and to Toronto over three years, after which all restrictions will be removed in February 1998.

Objections to the tentative decision are due Nov. 26, and answers to objections Dec. 6. After the end of the comment period, the department will issue a final decision.

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

FOR IMMEDIATE RELEASE

Thursday, December 26, 1996

DOT 269-96

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

**Clinton Chooses Peña to be Nation's
First Hispanic Energy Secretary**

Transportation Secretary Federico Peña will become both the nation's first Hispanic-American Energy Secretary and the first Hispanic-American to serve two consecutive terms in any administration, if confirmed next month by the Senate.

On December 21, 1996, President Clinton called on Peña to continue on in the Clinton Administration, but to take on a new challenge as Secretary of Energy. Peña, who is the third-longest serving Transportation Secretary in the department's history, had intended to return to private life on January 20.

Commending Peña's performance at the helm of the Department of Transportation, President Clinton said, "To manage this diverse and sprawling operation, a Secretary of Energy must be an experienced leader and manager who understands the demands of a large government agency, who will demand peak performance from government contractors, who knows why we must reinvent government and how to do it. As Secretary of Transportation, Federico Peña has proven himself a talented leader of a large and complex government agency."

As Secretary of Transportation, Peña forged new ground by increasing the nation's investment in transportation infrastructure by 22 percent -- an average of \$2 billion more per year over the previous four years -- while cutting 11,000 positions from the department. He established a single level of aviation safety, whether on a jumbo jet or a commuter plane, through an unprecedented overhaul of FAA regulations. And he signed 40 new international aviation agreements with countries on six continents, increasing competition, expanding trade and liberalizing travel throughout the world.

"The Department of Transportation is a smaller but more effective organization now, and I hope to bring that same kind of efficiency to the Department of Energy," Peña said. "I am very honored that the President has asked me to take on a new challenge."

Secretary Peña's confirmation hearing is expected to begin in early January.

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News:

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FOR IMMEDIATE RELEASE

Monday, December 30, 1996

DOT 270-96

RSPA Contact: Bill Vincent

Patricia Klinger

Telephone: (202) 366-4831

FAA Contact: Curtis Austin

Telephone: (202) 267-8521

DOT PERMANENTLY PROHIBITS OXYGEN GENERATORS AS CARGO ON PASSENGER AIRPLANES

The U.S. Department of Transportation today announced a permanent ban on the transportation of chemical oxygen generators as cargo on passenger airplanes.

This ban permanently extends a temporary prohibition issued on May 23, 1996, and limits the air transportation of chemical oxygen generators to compartments in cargo-only aircraft to which the crew has access during flight.

The final rule issued by the Research and Special Programs Administration (RSPA), with the Federal Aviation Administration (FAA), applies to domestic passenger-carrying aircraft. It also applies to passenger-carrying flights of foreign air carriers that operate to, from or in the United States. This rule also applies to any person offering chemical oxygen generators as cargo on such aircraft.

In addition to the final rule, the two agencies are also proposing to prohibit oxidizers from Class D cargo compartments of aircraft. Oxidizers can enhance combustion through the release of oxygen, and their removal from Class D compartments, which do not have fire detection or suppression systems, will significantly improve safety.

-more-

The notice of proposed rulemaking would allow these generators to be shipped by air only in a package prepared and originally offered by the holder of an approval issued by RSPA, with two safety features per generator to prevent activation.

RSPA Administrator Dr. D. K. Sharma said, "The two rules announced today are the latest in a comprehensive strategy by the FAA and RSPA to improve aviation safety."

These steps include substantially increasing the number of personnel dedicated to hazardous materials inspections and improving public awareness and employee training regarding hazardous materials shipments.

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Tuesday, December 31, 1996

DOT 274-96

Contact: Bill Mosley

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**ELDORADO INTERNATIONAL AIRPORT NOW HAS
EFFECTIVE SECURITY MEASURES, PEÑA FINDS**

Secretary of Transportation Federico Peña has determined that Eldorado Airport, Bogota, Colombia, maintains and carries out effective security measures.

In a notice to be published in the Federal Register, Secretary Peña said the Federal Aviation Administration (FAA) recently assessed the airport's security procedures and found that the airport now meets international security standards. An FAA security team visited the airport Dec. 2-6.

On Sept. 15, 1996, Secretary Peña announced he had determined that the Bogota airport did not maintain and carry out effective security measures. He made the finding under the International Security and Development Cooperation Act of 1985 (Title 49, United States Code).

As a result of the determination announced today, Secretary Peña said U.S. and foreign air carriers are no longer required to inform passengers buying tickets of the Sept. 15 finding. The FAA also will direct that warning signs posted at U.S. airports be removed.

In a letter to the government of Colombia, the Secretary recognized the security improvements that have been implemented at Eldorado International Airport and stated his intent to issue a notice that effective security measures are in effect at the facility.

Under the law, DOT assesses security at foreign airports. If the Secretary determines that security at an airport is not effective, DOT is required to notify the foreign government of the findings and recommend corrective action 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.

The department noted that its assessment of security at foreign airports should not be confused with the foreign safety assessment program, under which the FAA determines whether a country has a civil aviation authority with the capability to provide safety oversight of its air carriers that operate in the United States.

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