

# FEDERAL NEWS WEEKLY SUMMARY CONTINUED



tices or unfair methods of competition.

In a complaint filed with the department, the enforcement office said that software distributed by American to travel agents who subscribe to Sabre biases CRS displays in favor of flights by American and its commuter affiliate, American Eagle. The software rearranges Sabre's display by listing American and American Eagle flights before those of other carriers and shows only those flights in certain markets during specific times, the complaint said.

According to the complaint, American provided the software, called "Preference MAAnager," to at least 650 travel agencies between April 1993 and February 1996.

The complaint seeks an order requiring the companies to cease and desist from further violations as well as assessment of civil penalties of \$500,000. The complaint will be heard by a DOT administrative law judge.

—U.S. DEPT. OF TRANSPORTATION  
10/30/96

## NATIONAL RESOURCE SPECIALISTS SELECTED FOR AIRCRAFT CERTIFICATION

■(WASHINGTON) Tapping internationally recognized experts in their respective fields, Federal Aviation Administration (FAA) Administrator David R. Hinson on Monday announced the selection of seven chief scientific and technical advisors dedicated to specific aircraft certification disciplines.

As part of the FAA's innovative national resource specialist (NRS) program, the experts — who will be on board by early November — will serve as advisors to U.S. and foreign industry; national, state and local government agencies; and international aviation authorities.

Located throughout the United States, the national resource specialists are part of the FAA's Office of Regulation and Certification.

The national resource specialists were selected for the following disciplines:

- Flight Environmental Icing. Eugene G. Hill is responsible for all phases of certification and research and development efforts to protect aircraft from ice, including plane deicing on the ground and ice formation during flight.

- Advanced Control Systems. Anthony A. Lambregts is responsible for providing expert scientific and technical guidance for all research and development programs and

their application to aircraft systems including flight controls, engine controls, advanced sensors, fiber optics, displays and processors.

- Propellers. Martin Buckman is responsible for defining and advancing new technologies in propeller design, materials and manufacturing techniques to keep pace with a highly sophisticated and changing propeller industry.

- Electromagnetic Interference. David B. Walen is responsible for providing scientific and technical guidance in all research and development programs involving external and internal electromagnetic interference caused by radar, radio, television, and other transmitters; lightning; electromagnetic pulse; precipitation static; aircraft systems; and portable electronic devices carried aboard aircraft.

- Manufacturing Quality Assurance Technology. Ben Pourbabai, Ph.D. is responsible for establishing manufacturing and quality assurance systems and processes, statistical quality methods and techniques for aircraft manufacturing including the airworthiness of aircraft engines, propellers, parts and appliances.

- Software Quality Assurance. Raghubansh Singh, Ph.D. is responsible for defining and advancing new software technologies, providing guidance for all software quality assurance research and development, and ensuring that all processes are performed in accordance with approved software plans and standards.

- Metallic Structural Materials and Processes. Tarek Khaled is responsible for ensuring the quality of structural materials and procedures used to manufacture aircraft, including engines, propellers, parts and appliances. He serves as the agency's expert on all existing and new advances in physical, chemical and metallurgical technologies and procedures.

—U.S. DEPT. OF TRANSPORTATION  
10/30/96

## UTILITIES

### FCC RELIEVES LONG DISTANCE COMPANIES FROM TARIFF FILING REQUIREMENTS

■(WASHINGTON) The Federal Communications Commission Tuesday, exercising its new forbearance authority, ruled that non-dominant interexchange carriers will no longer file tariffs for their interstate domestic long distance services. After a nine-month transition period, relationships between carriers and their customers will be set by contract. Carriers have the option immediately to cease filing tariffs. Tuesday's decision is the first major exercise of the new forbearance authority granted to the Commission in the Telecommunications Act of 1996. The Order will become effective 30 days after publication in the Federal Register.

The Commission stated that its action Tuesday would promote the pro-competitive and deregulatory objectives of the 1996 Act by fostering increased competition in the long distance market. In addition, the Commission noted that its decision marks the end of the transformation of the regulatory regime governing interstate, domestic, interexchange services from one in which all interexchange carriers were subject to a broad range of pricing and other regulatory requirements to one that relies on market forces.

After complete detariffing is implemented, long distance companies will be subject to the same incentives and rewards that competitors in other unregulated markets confront. The Commission also stated that it seeks ultimately to accomplish the same result in every telecommunications market, because effectively competitive markets produce maximum benefits for consumers, carriers, and the nation's economy.

—FEDERAL COMMUNICATIONS  
COMMISSION  
10/31/96

*"There are men — now in power in this country — who do not respect dissent, who cannot cope with turmoil, and who believe that the people of America are ready to support repression as long as it is done with a quiet voice and a business suit. And it is up to us to prove they are wrong."*

John V. Lindsay  
speech at the Univ. of California, Berkley  
April 2, 1970