

Carter Blvd., Suite 102, Ft. Worth, TX 76155

or other locally announced locations. In addition, applications for economic injury loans from small businesses located in the contiguous counties of Canadian, Cleveland, Kingfisher, Lincoln, Logan and Pottawatomie in the State of Oklahoma may be filed until the specified date at the above location.

The interest rates are:

	Per-cent
For Physical Damage:	
Homeowners With Credit Available Elsewhere.	8.000
Homeowners Without Credit Available Elsewhere.	4.000
Businesses With Credit Available Elsewhere.	8.000
Businesses and Non-Profit Organizations Without Credit Available Elsewhere.	4.000
Others (Including Non-Profit Organizations) With Credit Available Elsewhere.	7.125
For Economic Injury: Businesses and Small Agricultural Cooperatives Without Credit Available Elsewhere.	4.000

The number assigned to this disaster for physical damage is 276904 and for economic injury the number is 850400.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008).

Dated: April 26, 1995.

**Bernard Kulik,**

*Associate Administrator for Disaster Assistance.*

[FR Doc. 95-10805 Filed 5-2-95; 8:45 am]

BILLING CODE 8025-01-M

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

[Docket No. 49844]

RIN 2105-AC19

### Statement of United States International Air Transportation Policy

**AGENCY:** Office of the Secretary, Department of Transportation.

**ACTION:** Notice.

**SUMMARY:** This notice sets forth a statement of U.S. international air transportation policy.

**FOR FURTHER INFORMATION CONTACT:** William Boyd, Office of International Aviation, Office of the Assistant Secretary for Aviation and International Affairs, U.S. Department of Transportation, 400 7th Street SW., Room 6412, Washington, DC 20590,

(202) 366-4870; or Patricia N. Snyder, Office of International Law, Office of the General Counsel, U.S. Department of Transportation, 400 7th Street SW., Room 10105, Washington, DC 20590. (202) 366-9179.

**SUPPLEMENTARY INFORMATION:** This statement of U.S. international air transportation policy, which was developed by the Department of Transportation in consultation with the Department of State and other executive agencies, sets forth objectives and guidelines for use by U.S. Government officials in carrying out U.S. international air transportation policy. It was first published in the **Federal Register** on November 7, 1994 to enable interested persons to comment.<sup>1</sup> On January 6, 1995, the Department asked for comments on a related report prepared for the Office of the Secretary titled "A Study of International Airline Code Sharing."<sup>2</sup> After reviewing the comments received on the policy statement and on the code sharing study, the Department of Transportation and other agencies have adopted the following final international air transportation policy statement.

### United States International Air Transportation Policy

#### Introduction

The availability of efficient international air transportation will greatly enhance the future expansion of international commerce and the development of the emerging global marketplace. Worldwide, travelers and shippers are demanding more and better quality service to more places. U.S. and foreign airlines are responding to this demand by expanding traditional forms of service and by developing new and innovative services. Increased demand and the variety of carrier responses to it challenge the existing intergovernmental system's ability to ensure the development of a competitive air transportation system that meets the needs of the rapidly evolving, expanding and increasingly integrated international aviation marketplace. In many cases, existing bilateral agreements impede the growth of the marketplace.

We must address the challenges presented by these rapid changes to meet our future civil and military air transportation needs, and to provide our aviation industry with the environment

and the opportunities that will enable it to grow and compete effectively in the world market. This policy statement outlines our approach to addressing those challenges.

#### Our Goal

##### *Safe, Affordable, Convenient and Efficient Air Service for Consumers*

As established in our last aviation policy statement in 1978, our overall goal continues to be to foster safe, affordable, convenient and efficient air service for consumers. We continue to believe that the best way to achieve this goal is to rely on the marketplace and unrestricted, fair competition to determine the variety, quality, and price of air service. We believe that this approach will provide consumers and shippers with more and better service options at costs that reflect economically efficient operations and work best to:

- Expand the international aviation market;
- Increase airlines' opportunities to expand their operations;
- Increase productivity and high-quality job opportunities within the aviation industry;
- Address the nation's defense air transportation needs; and
- Promote aerospace exports and general economic growth.

#### Changing Environment

Growing economic interdependence among nations—the "globalization" of the world economy—has expanded demand for convenient, reliable and affordable international air service. Demand for international service is growing faster than demand for U.S. domestic service, and most major U.S. airlines are now providing and planning to expand international operations. Between 1983 and 1993, the international component of U.S. airlines' route networks, measured in revenue passenger miles (RPMs), grew from around 16% to over 27%. U.S. airline revenues from international air service nearly tripled from \$6.3 billion to \$17.6 billion. Moreover, forecasts indicate that U.S. carrier international traffic, measured by RPMs, will increase to almost one-third of their total system traffic by the year 2000.

Just as important, the pattern of demand for international service has changed considerably. First, the regional distribution of U.S. carriers' international revenues has changed dramatically, as the primary focus of carriers' expansion moved beyond Europe to meet new demand in the emerging markets of Asia, the Pacific

<sup>1</sup> An earlier statement of international air transportation policy and our request for comments on the statement was published at 59 FR 55523, Nov. 7, 1994.

<sup>2</sup> Our request for comments on the code sharing study was published at 60 FR 2171, Jan. 6, 1995.