

**DEPARTMENT OF TRANSPORTATION**  
**Aviation and International Affairs**  
**Office of International Aviation**  
**Office of Aviation and International Economics**  
**Office of International Transportation and Trade**

**Science and Technology Cooperation**

The Department of Transportation regularly participates in international cooperative science and technological (S&T) agreements with its foreign counterparts around the world. These agreements, referred to as Memoranda of Understanding (MOU) or Implementing Arrangements, recognize new developments in the field of transportation technology. Cooperative activities under these agreements make important contributions toward promoting, encouraging, and advancing safe, economical, efficient, and environmentally sound transportation systems. The agreements also provide for the participation of U.S. industry and academia.

The Department's S&T agreements usually cover all transport-related technologies in all modes such as land, water, rail and air transportation, intermodal transportation, safety promotion technology, shipbuilding, maritime safety, energy and environment, transportation for the handicapped and elderly, and information-related technology. There are approximately 18 transportation S&T agreements with foreign counterparts in Brazil, Canada, China, Finland, France, Germany, Hungary, Israel, Italy, Japan, Mexico, the Netherlands, Poland, Russia, Saudi Arabia, Spain, Sweden, and the United Kingdom.

The Department has also signed a S&T agreement with the Republic of South Africa for cooperation and technology transfer in the highway and transit areas; and a trilateral agreement with Canada and Mexico. Both agreements will include private sector and academia participation and strengthen transportation-related ties between the U.S. and participating countries.

**A. Office of International Aviation**

The Office of International Aviation is responsible for formulating, coordinating and executing the international aviation policy of the United States and for administering the economic regulatory functions related to foreign air transportation. These activities are required by the aviation subtitle (subtitle VII) of U.S. transportation law recodification of the Federal Aviation Act and the International Air Transportation Fair Competitive Practices Act and by some 80 bilateral and multilateral aviation agreements to which the United States is a party. The Office of International Aviation originates U.S. aviation negotiating positions with respect to foreign countries; coordinates negotiating policy, strategy and positions with the Department of State and other agencies and with the U.S. air carrier industry as required by law; and conducts or participates in those negotiations. The Office also receives formal and informal complaints from U.S. carriers experiencing difficulties in foreign markets and intervenes to resolve problems.

On the regulatory side, the Office receives, processes, and makes or recommends disposition of all U.S. and foreign air carrier requests for economic authority to operate between the U.S. and foreign points. It also determines the disposition of all tariff filings by U.S. and foreign airlines. The Office administers (and is responsible for reviewing and revising as needed) some 20 Parts of Title 14 of the Code of Federal

Regulations. Where unfair foreign practices harm U.S. aviation interests and negotiated solutions cannot be achieved, the Office's regulatory staff apply economic sanctions.

Because airlines may not operate internationally without economic rights from the foreign countries served and economic authority from the U.S. Government, these essential facilitative activities are among the most prominent and consequential in the Department, with individual negotiations and licensing decisions worth millions of dollars to the airlines and to the U.S. balance of payments.

## **Negotiations Divisions**

The negotiating staff of the Office of International Aviation plans and executes U.S. strategy for achieving an equitable, procompetitive operating environment for U.S. airline services between the United States and foreign countries. It develops and coordinates U.S. policy positions and conducts bilateral and multilateral negotiations with foreign aviation officials. The negotiators also are the principal U.S. Government liaison with the aviation industry and U.S. communities on international matters. These geographic specialists work with State Department officers here and in embassies abroad, and directly with foreign officials, to resolve day-to-day air carrier problems outside the formal negotiating process. The negotiating staff are currently organized in three geographic divisions: Europe, Asia/Pacific/Africa, and Western Hemisphere.

## **International Data Systems**

The International Data Systems Division, part of the negotiating unit, provides analytical support for both negotiating and licensing activities as well as for Congressional inquiries and testimony. The division also conducts major studies of various aspects of international aviation to inform policymakers in the Executive Branch and the Congress.

## **Pricing and Multilateral Affairs**

The Pricing and Multilateral Affairs Division performs a variety of both regulatory and negotiating functions. The Division formulates the Department's policy on international aviation pricing issues and prepares and negotiates significant pricing provisions of bilateral and multilateral aviation agreements. Division analysts also conduct regulatory review of international fares and rates filed by U.S. and foreign air carriers to determine whether the proposed prices are consistent with public interest standards, Department rules and policy, and applicable international agreements. In addition, the Division performs cost analysis to determine the Standard Foreign Fare Level, a reference index of justifiable increases in airline charges which is required by the aviation subtitle. The staff reviews as well intercarrier agreements, mostly fare and rate agreements filed by the International Air Transport Association, to determine whether they should be approved and given antitrust immunity.

The Division is further responsible for managing aviation economic aspects of U.S. relations with a number of multinational organizations, including the International Civil Aviation Organization, the European Civil Aviation Conference, the European Union, and the World Trade Organization, the successor organization to the General Agreement on Tariffs and Trade. Division staff analyze aviation issues addressed by these organizations and represent the United States at multilateral meetings. This function will greatly expand in the future as the United States moves into more multilateral negotiations.

## **U.S. Air Carrier Licensing**

The U.S. Air Carrier Licensing Division processes all requests by U.S. airlines for authority to serve specific foreign markets. The division uses simplified procedures to grant routine applications to serve countries where a liberal aviation regime affords broad market access. Where rights are limited, show cause or other hearing procedures are invoked to assure that all interested carriers are afforded an opportunity to apply, and that the best public interest result is achieved. The division also considers applications for transfer of international authority among U.S. carriers.

Another significant area of the division's responsibilities, provided for in the aviation subtitle, is handling formal complaints filed by U.S. carriers seeking relief from unfair or discriminatory treatment in foreign countries.

## **Foreign Air Carrier Licensing**

This division handles all foreign air carrier applications for operating authority (except Canadian air taxi registration) and most retaliatory orders directed against foreign air carriers. Unlike the U.S. Air Carrier Licensing Division, which deals with air carriers whose fitness is determined from officially noticeable data, the Foreign Air Carrier Licensing Division performs fitness analysis of its applications in addition to resolving the public interest issues.

Foreign carriers file docketed and undocketed applications for section 402 permits and long-term exemptions, and undocketed applications for short-term exemptions, charter statements of authorization (for all Fifth Freedom charters, certain Third and Fourth Freedom charters, long-term wet leases, blocked-space arrangements and code sharing), permits for foreign aircraft agricultural and industrial operations and other forms of authority. The division also produces orders imposing/rescinding Part 213 schedule filing requirements on foreign carriers, orders disapproving the schedules, and orders subjecting foreign carriers to Third and Fourth Freedom charter approval.

## **B. Office of Aviation and International Economics**

Office of Aviation and International Economics (OAIE) is responsible for developing an analytically based, medium- to long-term view of the airline industry's operating and competitive structures, incorporating ideas, concepts, and information developed through an active dialogue with the academic community and other outside experts. The OAIE serves as an independent source of analytical input to the Department's aviation and international affairs policy-setting function.

The OAIE develops a research agenda designed to address significant emerging airline industry issues and conducts internal studies of those issues and designs and oversees studies by outside contractors. It is responsible for identifying and providing economic analysis of airline industry trends for use in the development of medium- to long-term negotiating strategies. It monitors industry developments and insures that Department policy and concepts remain consistent with those developments. The Office produces recurrent reports regarding the ongoing restructuring of the domestic and international airline industries for dissemination to decision makers and other offices. It also develops action plans for longer-term analytical needs and processes such as the development of economic models to aid in policy decision making and new data systems necessary to keep abreast of the changing airline industry structure.

## **C. Office of International Transportation and Trade**

This office provides departmental leadership and coordination on international transportation policy issues relating to maritime and surface transport, trade facilitation, security, technical assistance and cooperation programs and international secretariat activities. The office initiates, develops, coordinates, and reviews departmental and government-wide policies relating to international trade relevant to transportation and represents DOT at international meetings and on interagency and international bodies relating to these activities. The Office of International Transportation and Trade negotiates, coordinates, and implements cooperative research arrangements with foreign governments and international organizations and also develops and participates in technical assistance projects.

The Office is an advocate for U.S. businesses abroad and supports trade missions and technical assistance where potential trade returns are high. It also supports the training of foreign officials on the use of U. S. equipment and procedures. Targeted product areas would include aircraft, air traffic control, railway locomotive and signaling equipment, engineering, consulting and construction management, as well as pollution control and cleanup technology, trucks, buses and port management.

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DOT's AIA HomePage: <http://www.dot.gov:80/dotinfo/ost/aviation/>

**DEPARTMENT OF TRANSPORTATION**  
**Federal Aviation Administration**  
**Office of the Associate Administrator**  
**for**  
**Commercial Space Transportation**

The Office of the Associate Administrator for Commercial Space Transportation [TA1] (1), established in 1984, has carried out the Department of Transportation's goal of enhancing the viability and international competitiveness of the U.S. commercial space transportation industry, consistent with the needs of the commercial, military, intelligence, and civil government space transportation industries. The commercial space industry is a strategic and growing sector: satellite communications is already a \$6.5 billion international industry and over \$580 million represents the U.S. commercial space transportation industry.

The primary responsibilities of the Office are:

- to license and regulate the U.S. commercial space transportation industry to ensure public health and safety, safety of property, and national security and foreign policy interests of the U.S.;
- to encourage, facilitate and promote commercial space launches by the private sector;
- to recommend appropriate changes in and assist in the development of new Federal statutes, treaties, regulations, policies, plans and procedures relating to commercial space launch issues including space launch technology development; and
- to facilitate the strengthening and expansion of the United States space transportation infrastructure.

The Office supports the U.S. Trade Representative (USTR) in negotiations and monitors foreign compliance with space launch trade agreement with countries whose economies are in transition in order to ensure that U.S. commercial space industry is not disadvantaged by those non-market economies. The Office chairs the USTR Working Groups on Information, that monitor compliance with the China, Russia and Ukraine (when completed) space launch trade agreements; collect and analyze data on launch prices, terms, conditions, and quantities; and provide findings regarding compliance.

In cooperation with Department of Defense (DoD), National Aeronautics and Space Administration (NASA), and Department of Commerce (DoC), the Office will seek to enhance the international competitiveness of the U.S. commercial space transportation industry through joint implementation of the Plan transmitted in response to the President's National Space Transportation Policy. The Office will conduct research on space transportation technology to help attain the goals and objectives articulated by the report of the Next Generation Space Launch Vehicles Working Group of the interagency Coordinating Committee on Transportation Research and Development.

The Office also monitors the commercial launch market and prepares industry projections and launch forecasts on a regular basis.

## **Office of the Associate Administrator for Commercial Space Transportation**

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(1) The Office of the Associate Administrator for Commercial Space Transportation was formerly the Office of Commercial Space Transportation (OCST). On November 16, 1995, OCST was transferred intact from the Office of the Secretary within the Department of Transportation (DOT) to DOT's Federal Aviation Administration.

**DEPARTMENT OF TRANSPORTATION**  
**Federal Aviation Administration**  
**Office of International Aviation**

The Office of International Aviation (AIA) is concerned with United States and Federal Aviation Administration (FAA) objectives in international aviation. The AIA specifically performs the following functions:

- Serves as the focal point for guidance and coordination of the international activities of the agency, maintaining liaison with foreign and domestic organizations.
- Develops and coordinates policy, plans, and programs to achieve U.S. and agency objectives in international aviation.
- Gives guidance and advice to the FAA Administrator and other officials of the agency on policy, political, and economic matters that may affect U.S. international aviation objectives and policies as well as information on specific international developments relating to the international aviation concerns of the agency.
- Maintains liaison with the U.S. Department of State, U.S. civil air attaches, and other aviation reporting officers abroad and provides aviation advice and assistance to them.
- Serves as the agency's focal point in relations with international organizations affecting aviation; provides for agency participation in meetings of international organizations, and is responsible for the development and coordination of agency views on positions for such meetings through the Interagency Group on International Aviation (IGIA) or otherwise.
- Provides secretariat services for IGIA.
- Manages the agency's foreign assistance programs, including those conducted in cooperation with other agencies of the U.S. Government, foreign governments, and international organizations.
- Serves as a point of contact for the U.S. aviation industry with respect to agency policies and programs affecting international civil aviation.
- Inspects and evaluates the overall conduct of agency international aviation activities and advises the heads of major FAA components regarding international programs, accomplishments, and problems.
- Sets priorities and provide guidance to international staffs in FAA domestic organizations having broad international responsibilities.
- Provides specialized administrative support necessary for the international activities of the agency and advises and assists other FAA components in carrying out specific administrative aspects of the international activities assigned to them, as required.
- Negotiates agreements and arrangements concerning the international aviation activities of the agency.
- Coordinates activities, as appropriate, with FAA components having primary responsibility for domestic policy and program development.

The Office of International Aviation has two divisions and four branches. Three branches are responsible for programs in their respective geographic areas: the Americas Region, the Europe, Africa, and Middle

East Region, and the Asia-Pacific Region. The fourth, the Global Issues Branch, is responsible for cross-cutting and global policy issues and certain administrative functions.

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# **DEPARTMENT OF TRANSPORTATION**

## **Federal Highway Administration**

### **Office of International Programs**

#### **Overall Philosophy**

The Office of International Programs directs FHWA technical assistance and technology exchange programs and coordinates activities with foreign governments and multilateral institutions. The FHWA is committed to maintaining a leadership position in the development and application of highway related technologies, and maintaining the U.S. highway sector's competitive position in international markets. To this end, the Office of International Programs has developed a special international focus in three critical areas:

#### **1. Technology**

The FHWA has adopted an aggressive policy to search for, exchange, and transfer state-of-the-art highway technology that can provide immediate benefits to U.S. researchers, practitioners, and transportation users. The Office of International Programs manages the following programs in this area:

- The International Technology Scanning Program seeks out foreign innovation in highway and transportation technology and works with state and local governments, the private sector, and academia, to adapt it for domestic use.
- The FHWA Foreign Visitor's Program provides international highway professionals visiting the U.S. with an introduction to the FHWA's technical expertise and the Federal-aid Highway System. It also arranges visits to State or local government offices, industry associations, and other transport-related organizations. Over 400 international visitors took advantage of this program in 1995.
- The Office of International Programs manages the FHWA's participation in international organizations such as the World Road Association (formerly the Permanent International Association of Road Congresses), the Organization for Economic Cooperation and Development, and the International Road Federation. The International Programs Office also coordinates with various trade associations and industry groups such as the American Council of Engineering Consultants and the American Association of Road and Transportation Builders Association.
- The FHWA has assisted in establishing technology exchange centers to introduce state-of-the-art U.S. highway technology abroad, as well as obtain information from others. The FHWA is also one of the founding members of INTERCHANGE, a global highway-oriented technology transfer network. The FHWA's INTERCHANGE node (link-up) is managed within the Office of International Programs.

#### **2. Government Sector Technical Assistance**

The Office of International Programs has a long history of cooperating with foreign governments as they develop their road institutions and systems. Today, the FHWA continues this commitment by working with country governments and multilateral institutions on a variety of programs and projects. Overall the Office of International Programs manages two types of agency-approved technical assistance programs for developing countries in transition:

- **Technical:** including project design activities; skill training; visitor programs; and technical expertise during natural disasters.
- **Administrative:** establishing organization structures; financing strategies; educational programs; and coordination with other governmental entities.

The Office of International Programs also manages the FHWA's bilateral relations with its foreign counterparts and coordinates with the DOT/Office of the Secretary, the Departments of State and Treasury, other Federal agencies, and international lending institutions. Additionally, it manages the FHWA's participation in international organizations. This includes some of the organizations previously mentioned, such as the World Road Association, as well as assisting foreign countries to establish counterparts to U.S. organizations such as the American Association of State Highway and Transportation Officials and the Transportation Research Board.

### **3. Private Sector Facilitation**

The FHWA is continuing to work closely with U.S. industry to monitor foreign transport and highway sectors for potential opportunities for U.S. firms. Activities include:

- Providing technical support for U.S. firms bidding on foreign contracts;
- Supplying logistical support for trade missions; and
- Coordinating U.S. participation in highway and transport exhibits at international technical exhibits.

### **Logistical Support**

The Office of International Programs provides logistical support, including briefings, travel, protocol, and other similar activities for the Administrator, Deputy Administrator, and Executive Director. It also provides similar support to OST and other modes during joint foreign activities.

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