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# NEWS from

## U.S. Senator Bob Dole

(R.—Kans.)

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FOR IMMEDIATE RELEASE

FRIDAY, DECEMBER 28, 1973

### DOLE REVIEWS LATEST ALLOCATION REGULATIONS

TOPEKA--Senator Bob Dole, after reviewing the full scope and content of the proposed Mandatory Petroleum Products Allocation Regulations published today by the Federal Energy Office, stated, "I am pleased to see that many of the problems indicated in the earlier announcements on fuel allocations have been corrected. There are still some segments of general aviation activities which face fuel allocation difficulties, but overall the situation is considerably better than that which faced the industry a month ago when the cut was about 42%. My hope is that the FEO will reevaluate its decision, particularly with respect to business flying, but in the meantime, let's give these regulations a period of time to take effect and work out the problems on a case-by-case basis."

The regulations deal with a wide range of subjects to include specific procedural requirements and allocation quotas. Subpart G of the regulations applies to aviation fuels and establishes two primary allocation systems of interest to the aviation community, one for civil air carriers and the other for general aviation.

The categories established for general aviation read (1) Industrial Flying - that use of aircraft associated with industries such as agricultural production flying, energy production flying and aircraft manufacturing; (2) Business flying; (3) Personal Pleasure/Instructional flying; and (4) Air Travel Club flying. Air taxi operations have been included in the Civil Air Carriers category.

The suppliers will assure fair and equitable distribution among their customers including transients in accordance with the following allowances: [The base period is 1972]

- (1) Industrial Flying
  - (a) Agricultural Flying - to receive 100% of current requirements
  - (b) Energy Production Flying - to receive 100 % of current requirements
  - (c) Aircraft Manufacturing - to receive 100% of current requirement, not to exceed 130% of base period consumption
- (2) Aircraft for business flying - to receive 80% of their base period consumption
- (3) Aircraft for personal pleasure and instructional flying - to receive 70% of their base period consumption
- (4) Air Travel Club Flying - to receive 70% of its base period consumption.

Allocations to the air taxi carriers are to made to the end-users at 100% of their 1972 base period or as adjusted by the FEO.

The rules also cover public aviation activity of the federal, state, and local municipalities and non-aviation use of aviation fuels.

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SENATOR BOB DOLE

PRESS RELEASE

*Dole Reviews Latest Allocation*  
*12-28-73*

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