

FAA News

Washington, D.C.



MEDIA ADVISORY

April 4, 1995

APA 22-95

Contact: Kay Templeton Garvey

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AWARD CEREMONY TO HONOR FAA SET FOR APRIL 7

On Friday, April 7 at 10 a.m., Helicopter Association International (HAI) will present its Distinguished Achievement Award to the the Federal Aviation Administration's (FAA) General Aviation and Vertical Flight Program Office staff.

The award ceremony will be held in the McCracken Room on the tenth floor of the FAA headquarters building, 800 Independence Avenue, S.W., Washington, D.C.

The award commends the General Aviation and Vertical Flight Program Office staff for outstanding skills in leadership, practical application of technology and understanding of general aviation operational requirements.

For additional information, contact Marcia Adams, (202) 267-3488, or Dianne Speed, (202) 267-3445.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, April 5, 1995

APA-23-95

Contact: Diane Spitaliere

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FAA LAUNCHES COMPREHENSIVE REVIEW OF NTSB SAFETY RECOMMENDATIONS

The Federal Aviation Administration (FAA) today launched a comprehensive review of the National Transportation Safety Board's recommendations issued April 4 in connection with the USAir accident in Charlotte, NC, on July 2, 1994.

Monte R. Belger, the FAA's associate administrator for Air Traffic Services, said the agency has committed its resources to a thorough analysis and understanding of the NTSB's report, with a view toward acting as promptly and effectively as possible in implementing changes or modifications in FAA procedures.

"The FAA is required to respond formally to the NTSB's recommendations within 90 days, but where possible we will provide the Board with our views far sooner than that," Belger said. "We take very seriously the Board's recommendations and will give them high priority as we work to enhance public confidence in the safety of the nation's air transportation system."

Belger noted that the FAA has already moved forward on the Board's recommendations, in particular in improving information about windshear and other adverse weather conditions.

For example, he said the FAA has developed Terminal Doppler Weather Radar (TDWR) with plans to install the highly sensitive, high resolution system at a total of 47 airports nationwide. TDWR is now in place at 16 sites (three commissioned) and construction is underway at another 12 sites. The system detects all types of wind shear in an airport terminal area, as well as microbursts, gust fronts, major wind shifts and precipitation intensity.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, April 7, 1995

APA 24-95

Contact: Curtis R. Austin

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FAA ADMINISTRATOR TO HOLD GRASSROOTS PARTNERSHIPS MEETING ON "REINVENTING" RULEMAKING AT SUN 'N FUN FLY-IN

Continuing the Administration's initiative to "reinvent" and streamline the regulatory process, FAA Administrator David R. Hinson will meet with nearly 200 general aviation pilots to improve grassroots partnerships at the 1995 Sun 'n Fun Fly-In's "Meet the FAA" session in Lakeland, Fla.

The second in a new series, this meeting will take place at the FAA Safety Center forum area at 11:30 a.m. on April 10. Immediately following the session, the administrator will be available to the media in the FAA Safety Center's north conference room on the second floor from 12:45-1:15 p.m.

"These partnership meetings at the grassroots level are designed to continue to get our FAA regulators and the folks FAA regulates talking and working together more closely -- face to face. With this effort, we can create a regulatory process that is tailored in a sensible way for regulators and that is 'user friendly' for the public," Hinson said.

Such open, two-way communication between FAA and the community it regulates is expected to increase cooperation and coordination and to produce mutually beneficial regulatory decisions. While topics for the April 10 meeting are open to participants' interests or concerns, interaction between FAA front-line personnel and the regulated community, refinement of FAA's compliance responsibility and creation of a constructive regulator/regulated partnership are among expected discussion items.

To get ideas from a broad cross-section of people, meetings also will be scheduled around the country at sites and workplaces affected by FAA rules.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, April 7, 1995

APA 25-95

Contact: Bob Hawk

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FAA ORDERS REPLACEMENT OF CHECK VALVES IN CERTAIN TCM-POWERED MOONEY, PIPER AIRCRAFT

The Federal Aviation Administration (FAA) has issued an Airworthiness Directive (AD) ordering replacement of incorrectly assembled turbocharger oil outlet check valves installed or repaired after August 1, 1994, on 12 engine models manufactured by Teledyne Continental Motors (TCM). The engines power such general aviation and small commuter aircraft as the Mooney Model M20K and several Piper aircraft types. If left uncorrected, the condition could lead to complete loss of engine power.

The FAA's AD was prompted by three reported cases of check valve failures, two of which resulted in loss of engine power. The failures were caused by incorrectly assembled valves, resulting in an improperly expanded rivet which held the check valve flapper assembly together as one unit.

There are about 10,000 engines of the affected TCM models installed on U.S.-registered aircraft. However, based on the FAA's data, 500 engines are estimated to have had the turbocharger check valve either installed or repaired since August 1, 1994. Based on data from the manufacturer, TCM, there are approximately 236 suspect valves.

Of the 236 engines, 220 of them have already been identified as having the wrong valve installed and users are in the process of being notified by the manufacturer. The remaining 16 check valves have not been accounted for, since they were sold to TCM distributors and cannot be traced.

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The incorrectly assembled check valves were manufactured between August 1, 1994, through March 20, when the FAA received reports of the problem. The valves have date code ink stamps of either A3Q94, A4Q94 and A1Q95, indicating they were manufactured during the third or fourth quarters of 1994 or the first quarter of 1995.

Since an incorrectly assembled check valve can not be visually identified, the AD considers all check valves with the dates as suspect and requires removal prior to further flight. Furthermore, since an unsafe condition has been identified that may exist or develop on other engines of the same type and design, the FAA's order also applies to them..

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Friday, April 7, 1995

APA 26-95

Contact: Curtis Austin

Tel.: (202) 267-3476

FAA FORMS PARTNERSHIP WITH WOMEN IN AVIATION, INTERNATIONAL

Reinforcing its commitment to work force diversity, the Federal Aviation Administration (FAA) officially entered into a partnership with Women in Aviation, International, (WAI) to advance aviation as a career choice for women and promote aviation education programs throughout the United States.

FAA Deputy Administrator Linda Hall Daschle and WAI President Peggy Baty signed the partnership proclamation on March 17 during the sixth annual Women in Aviation Conference held in St. Louis, MO.

Vowing to actively support the agreement, Daschle said, "Aviation, too often, is still viewed as a man's world, as though there is something gender specific about the ability to fly. Tell that to the increasing number of women who fly everyday -- from military jets to single engine prop planes. It is time for us, this society, to change both that perception and that reality."

One of the many initiatives spurred by the partnership includes a world-wide computer network service -- called WAI On-Line -- on CompuServe, providing aviation career and other information to a diverse audience. Under the terms of the agreement, the FAA will provide timely information on agency job vacancies; available aviation programs in various learning institutes throughout the country; scholarships, loans, and financial aid; and research issues.

The FAA has been a staunch backer of the WAI since its inception in 1989. The newly-signed partnership formalized that support by spelling out goals for education, public awareness and aviation work force diversity.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

April 12, 1995

APA 27-95

Contact: Marcia Adams

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PRESS AND MEDIA ADVANCE

FAA TO RELEASE AIR TRAFFIC CONTROL TAPE OF MORRISVILLE, NORTH CAROLINA ACCIDENT

The Federal Aviation Administration (FAA) will release the air traffic control tape of the accident on December 13, 1994, involving American Eagle Flight 379 near Raleigh/Durham at 8 a.m., on Thursday, April 13. American Eagle is a code-sharing partner of American Airlines. Reporters will be able to record the tape and a transcript will be provided.

Location: Federal Aviation Administration
Headquarters, Room 9ABC
800 Independence Ave., S.W.
Washington, D.C.

Because the accident is under investigation by the National Transportation Safety Board (NTSB), the tape will be released without comment. Reporters that are unable to attend may hear the tape over the phone. Please call 1-800-226-6588 15 minutes prior in order to be connected to a phone bridge in time for the 8 a.m. release.

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Editors Note: The tape and transcript will be released only at FAA's Washington Headquarters.

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Friday, April 14, 1995

APA 95-28

Contact: Anthony Willett
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FAA INCREASES CONTROLLER STAFFING IN NEW YORK

To ensure maximum efficiency in some of the world's busiest air space, FAA associate administrator for air traffic services Monte Belger today reassigned 15 air traffic controllers to the agency's New York radar facility. The move is part of an effort that in addition to the reassignments will bring in another group of 10-15 controllers to New York as quickly as possible.

"The FAA has been working to maximize staffing in New York and we have added nine controllers to the workforce there since last August," Belger said. "Safety of the air space was never at issue. System efficiency has always been one of our major points of focus."

Fifteen controllers who have expressed interest in working at the facility will be reassigned there beginning within the next 60 days.

The agreement for increased staffing was worked out between the FAA and the National Air Traffic Controller's Association. The union had raised concerns that its members were working too many hours. Belger described working with the union to reach the agreement as "an important step" toward ensuring that the facility is staffed adequately and that the aviation public continues to receive superior service. In the past year the controllers there have reduced delays by 50 percent and controller errors have dropped 52 percent as well.

The agency also is conducting a 45-day management review at both the N.Y. radar facility and the N.Y. Center, focusing on staffing and resource issues. "Our goal in this study, which will begin April 24, is to determine if we are efficiently using the resources that are assigned to the facilities and to determine long term staffing levels. Union representatives will actively participate in that review," Belger said. The agency also will continue offering overtime pay to controllers to enable the facility to meet increased traffic demands.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, April 17, 1995

APA 29-95

Contact: Jeffrey Thal
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FAA INAUGURATES OPERATION OF NATIONAL AIRSPACE DATA INTERCHANGE NETWORK (NADIN II)

The Federal Aviation Administration (FAA) on March 31 commissioned the National Airspace Data Interchange Network (NADIN II), a high-speed data communications system that enhances the controller's ability to pass information to pilots. It is expected to save the FAA \$8-10 million in annual telecommunications costs.

NADIN II, a major building block of the FAA's air traffic control modernization program, will increase the level of safety and efficiency in the system by providing rapid information sharing among the FAA's 20 air traffic control centers. When combined with the airborne data link system, vital flight and weather information can be delivered to aircraft almost as it is being generated by the service provider.

For example, when the National Weather Center in Suitland, Maryland, issues a weather advisory for anywhere in the United States, the appropriate air traffic control center will receive the data almost instantly to relay the information to the pilots who are affected by the advisory.

In addition, NADIN II enhances the efficiency of system maintenance by using error-checking routines that ensure the completion of data transmissions, and by allowing for maintenance and repair work to be performed while the system continues to operate.

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FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

April 17, 1995

APA-30-95

Contact: Bob Hawk

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MEDIA ADVANCE

FAA TO HOLD PRESS CONFERENCE ON RUNWAY SAFETY

Federal Aviation Administration (FAA) Administrator David R. Hinson will hold a press conference on Monday, April 17, at 2 p.m. regarding a major agency initiative to improve runway safety at the nation's more than 570 civilian airports. The event will be held in the McCracken "Round" Room, 10th Floor at FAA Headquarters, 800 Independence Ave., S.W., in Washington, D.C.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

April 17, 1995

APA 31-95

Contact: Bob Hawk

Hank Price

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FAA ISSUES ACTION PLAN TO ADDRESS RUNWAY INCURSIONS

The Federal Aviation Administration (FAA) today released its 1995 Runway Incursion Action Plan that lays out specific projects to continue improved airport safety, while dealing with the need to expand capacity and enhance ground operations.

Today's announcement steps up the FAA's 1991 Runway Incursion Program in which the agency has completed 75 percent of its objectives. Included in today's action plan is a timetable for new technologies, including a specific schedule for launching the Airport Movement Area Safety System (AMASS) in May of 1996 with system-wide application in 1997.

"The Runway Incursion Action Plan is based on a proactive, focused partnership with airports, controllers and the entire aviation community to achieve the common goal of increased safety. While the current system is the safest in the world, this effort expands upon the unprecedented safety initiatives that emerged from the Aviation Safety Conference Transportation Secretary Federico Peña and I convened in January this year with government, industry and aviation officials. It is tightly linked with our challenge to all sectors of the aviation community to achieve zero accidents in the air or on the ground," said FAA Administrator David R. Hinson.

Runway Incursion Action Plan Objectives

The 1995 Runway Incursion Action Plan establishes five specific functions the FAA intends to address as it works to reduce surface errors at the nation's more than 570 civil airports. A runway incursion is any occurrence at an airport involving an aircraft, vehicle, person or object on the ground that creates a hazard or results in close contact with aircraft during take off or landing procedures. To address these situations, the action plan focuses on reducing human error, improving ground communications, development and implementation of technologies to increase surface guidance and surveillance, as well as improved ground traffic management procedures and equipment.

To reduce human error, the FAA has set up a comprehensive communication strategy to improve situational awareness and increase understanding of procedures and recommended practices for operation on airport surfaces. To limit radio congestion and improve communications, the agency is establishing more concise and efficient phraseology and aircraft crew coordination. To strengthen guidance, surveillance and surface-traffic management, a bold strategy is called for that sets goals for implementation of state-of-the-art technologies relating to navigation at airports.

Technology -- ASDE 3 and AMASS

As a result of the FAA's 1991 Runway Incursion Program, the agency has commissioned Airport Surface Detection Equipment (ASDE-3) at 11 airports nationwide, with 10 more facilities to receive equipment in 1995. ASDE-3 is an advanced digital radar that penetrates rain, snow, fog to show controllers in the tower a picture of all airplanes and vehicles moving on runways and taxiways. A total of 34 airports will receive ASDE-3. The ability of ASDE-3 to be enhanced by new technologies clears the way for improvements to the system as the nation's aviation community enters the era of satellite navigation.

To capitalize on current technological advancements, the FAA's 1995 Runway Incursion Action Plan augments ASDE-3 with a state-of-the-art automated alerting system called the Airport Movement Area Safety System (AMASS). In less than one second, AMASS tracks all ground operations, compare each movement, and automatically provide visual and audio alert of potential conflicts or even the slightest deviation in airport procedures. The first deployment of AMASS is scheduled for May 1996 in San Francisco, Calif.

Building Upon Previous Actions -- An Ongoing Effort

"The driving principle behind the agency's Runway Incursion Action Plan is safety. Yet, in the next 20 years, the number of airports that will exceed 20,000 hours of annual delays is projected to grow from 23 to 32, unless capacity improvement are made. The agency's efforts to improve ground movements at airports will help meet the nation's growing air traffic demands, and must be done to maintain the highest level of safety," Hinson said.

The agency's ongoing runway incursion effort has established a management process, and with industry participation has identified specific recommendations to improve airport surface movements. To date, the FAA has completed 30 out the 45 projects. As a result of the 1991 effort the agency has:

- adopted new standards for airport signs and markings;
- incorporated new controller memory enhancements and improved techniques for airport scanning;

- made significant improvements in standardization of airport procedures;
- developed and implemented major technological advancements in airport surface movements;
- undertaken a comprehensive education and communications program with pilots, controllers, airport operators and other sectors of the aviation community to increase understanding and set the ground work for continued reductions in runway incursions; and
- established a Runway Incursion Action Team that looks at movement operations at 50 high-priority airports.

Runway incursions have steadily declined since 1990. Five years ago, there were 0.43 runway incursions per 100,000 airport operations. Today, the number has dropped to 0.33. Out of 62 million take offs in 1994, there were 205 operation errors recorded.

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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, April 17, 1995

FAA 21-95

Contact: Jeffrey Thal

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\$20 MILLION IN GRANTS FOR
MINNEAPOLIS-ST. PAUL AIRPORT
IMPROVEMENTS ANNOUNCED BY PEÑA

Secretary of Transportation Federico Peña, on behalf of the Clinton administration, today announced that the Federal Aviation Administration (FAA) will award grants totaling more than \$20 million to the Metropolitan Airports Commission of Minneapolis-St. Paul to reduce the impact of airport noise on the communities around the airport and make improvements to airport facilities.

"We are continuing our efforts to address the concerns of the communities that surround Minneapolis-St. Paul International," said Peña. "We have been working closely with the Metropolitan Airport Commission and the residents and businesses in the area, and will continue to do so until the problems are corrected. These projects will allow the airport to continue to co-exist as a good neighbor in the community."

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The funds will include:

- o \$16.6 million in grants from the FAA's Airport Improvement Program (AIP) to acquire land, provide relocation assistance, and provide sound insulation for residences in five communities surrounding the airport that are impacted by noise. These activities are part of a multi-phase project to buy out, relocate, or fortify homes of individuals and business in five communities that are impacted by airport noise.

- o A \$470,000 grant to provide sound insulation for the Mount Calvary Lutheran school, the fifth school near Minneapolis-St. Paul International Airport to be fortified with such noise protection.

- o A \$2.5 million AIP grant to complete work on the reconstruction of the pavement between two concourses of the passenger terminal. The apron being repaired was constructed 35 years ago.

- o A \$452,000 grant to improve a blast fence in the area where jet aircraft check their engines prior to takeoff. This project will provide additional protection to people and equipment working in the area.

Peña noted that Minneapolis-St. Paul International has been a magnet for the region's economic growth. The airport, the 16th-busiest in the United States, currently serves more than 10 million passengers and handles more than 150 million tons of freight and mail each year.

Tomorrow, Secretary Peña will tour Northwest Airlines' maintenance facility in Minneapolis and the carrier's National Aerospace Training Corporation in Eagan, Minn.

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

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, April 17, 1995

APA 32-95

Contact: Sandra Allen
(202) 267-3883

GOVERNMENT STANDS FIRM ON SAFETY ACHIEVEMENTS

Transportation Secretary Federico Peña and FAA Administrator David R. Hinson today told the American public that U.S. aviation is the "safest in the world." The government's two top aviation officials outlined a series of accomplishments to underscore their comments. The two spoke in response to a cover story in *Newsweek* magazine, which helps to keep aviation safety "on the front burner," they said.

"It's in the public interest to have the media scrutinize aviation safety," Peña said. "It brings a very important transportation issue to the front burner. The media makes all of us -- public servants, pilots, manufacturers -- think harder about the safety level of the system. On my appointment to the department, I inherited an aviation organization that lacked focus and direction. Administrator Hinson and I have worked aggressively, steadily, and systematically to initiate a step-by-step overhaul to get the FAA back on track."

Almost immediately after joining the federal ranks, Peña and Hinson revamped the agency's advanced automation system, a multi-billion dollar program that had spiraled out of control. Following a joint management review, the two ordered the program to be cut severely and replaced the management team.

Peña also has spearheaded changes in the agency's air traffic control system. The Secretary has spurred a proposal to create an air traffic control corporation, which will simplify the procurement process and bring new technology on line more quickly. The FAA also has opened a new state-of-the-art national air traffic management center, which tracks, monitors and manages the flow of more than 150,000 daily flights.

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Also at Peña's direction, the agency initiated a 100-day review of aviation safety, which resulted in 173 recommendations from a joint government-industry team. The team sought to achieve the highest level of safety without imposing unnecessary regulations or costs.

"There have been several challenges, but I'm especially proud to point to a number of our successes," Hinson said. "We raised aviation safety throughout the system to one level. Now, whether passengers are flying on a commuter with 30 seats or a major carrier with 300 seats, they can expect the same level of safety."

"But the Secretary and I have been careful to plan for the future as well," Hinson added. "The FAA is working at implementing the Global Positioning System (GPS) into the world's premiere flight navigation system. We are working in concert with international aviation officials to implement a system that will track aircraft anywhere in the world with pinpoint accuracy."

The agency recently appointed a chief of safety who reports directly to the Administrator. The safety chief, Christopher Hart, is responsible for examining a broad range of aviation data to spot emerging safety trends. Separately, Hinson reorganized the agency to more closely reflect the lines of business to increase accountability at all levels.

FAA News

Washington, D.C.



Contact: Sandra Allen
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Newsweek Recommendations **Fact Sheet** **April 17, 1995**

- *Travel on foreign airlines is safer than on U. S. air carriers.* The United States has suffered 428 fatalities in scheduled revenue service in the last 5 years. The rest of the world had 4,510 fatalities during the same period. That's 8 percent of the fatalities with over half of the world's ticket sales.

Additionally, the United States operates by far the most complex airspace system in the world. On a typical day, 30,000 commercial aircraft share the skies with 75,000 private airplanes. U. S. commercial aircraft move 1.5 million passengers per day safely to their destination.

- *Modernize now.* The FAA has been updating the nation's airspace system continually to make air travel safer. Of the 84 projects in the original 1983 National Airspace System plan, 68 percent are complete and 30 are being implemented. From fiscal year 1993 to date, 344 major system improvements have been delivered.
- *Create an Air Traffic Control Corporation.* This will simplify the procurement process and bring new technology on-line more quickly. It also will provide the flexibility to attract highly qualified people and place them where critical needs are the most urgent. The corporation would be able to finance its operations like a business, including borrowing from outside investors.
- *Eliminate the "dual mandate" to regulate and promote aviation.* This requirement was mandated by Congress in the passage of the original Federal Aviation Act of 1958. Today, the FAA engages in a wide range of activities that promote both aviation and aviation safety, such as regulations, new technologies, harmonization with other authorities, bilateral aviation safety agreements, technical assistance, international aviation safety assessments, air traffic procedures and capacity reports. Regulation and promotion are not mutually exclusive.
- *Speed up the flight data (recorder) program.* The FAA has a major program under way that addresses the NTSB's February 22 recommendations. The FAA will hold a public meeting in Washington, D.C., on Thursday, April 20.

- *Set the highest standards for pilots.* The agency issued last December a Notice of Proposed Rulemaking to make the training requirements for commuter pilots as comprehensive as those for the major air carriers.
- *Hire more air traffic controllers.* FAA continuously hires air traffic controllers: 958 since 1992. From 1994-1999, 250 controllers will be reassigned from low activity towers to busier facilities as a result of the agency's contract tower program. Burdensome personnel regulations currently restrict the agency's ability to transfer controllers from overstaffed facilities to understaffed facilities. *Newsweek* links staffing to passenger counts. A more accurate measure would be to chart the rise in aircraft operations, since the controllers must handle aircraft in the same way regardless of passenger load. Operations from 1993 to 1994 increased just .6 percent.
- *Require child safety seats.* For more than a decade, FAA has recommended that passengers use child safety seats. The FAA is working with the industry to determine an optimal solution. Making such seats *mandatory* will not contribute significantly to safety. The FAA favors allowing parents to use adjacent seats at a nominal cost as a far more economically sound approach. Making air travel more expensive for families with young children might make them turn increasingly toward their cars for travel--a statistically riskier mode of transportation.
- *Tighten airport security.* The FAA has led a vigorous program to develop explosives detection systems for the nation's airports. Last December, the agency approved the first such FAA-certified system, which works much like a medical CAT scan.
- *Install Terminal Doppler Weather Radar.* Sixteen of the planned 47 systems have already been installed. Equipment is fully operational at Denver, Houston, St. Louis and Kansas City. Construction on another 12 sites is under way. Besides this weather radar, 110 Low-Level Windshear Alert Systems were installed by 1991.
- *Take fliers at their word.* The FAA is mandated by Congress to analyze the cost and benefit of proposed regulations. Under its one level of safety rule, which is expected to cost commuter airlines \$275 million over 10 years, the FAA estimates that the stricter safety requirements may prevent as many as 94 accidents during the same 10 years, at an average estimated savings of \$5.9 million per accident. The cost to passengers is expected to average less than \$2 per one-way ticket -- about \$1.91 per ticket on airplanes with 10-19 seats and 68 cents per ticket on 20-30 seat airplanes. Conversely, mandating child safety seats is anticipated to cost \$63 per passenger.

FAA News

Washington, D.C.



MEDIA ADVISORY

April 18, 1995

APA 33-95

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FAA TO HOLD PRESS BRIEFING ON FLIGHT DATA RECORDERS

On Wednesday, April 19, at 2 p.m., the FAA will hold a press briefing to announce the agency's perspective on the National Transportation Safety Board's (NTSB) recommendations on Flight Data Recorders (FDRs). The Board's recommendations are based on the accident investigation of USAir Flight 427 near Pittsburgh, Pennsylvania, on September 8, 1994.

The press briefing will be held in conference room 9ABC on the 9th floor of the FAA Headquarters building, 800 Independence Ave., S.W., Washington, D.C.

On Thursday, April 20, at 9 a.m., the FAA will hold a public meeting to hear comments on the NTSB's recommendations to increase parameters on FDRs. The public meeting will be held in the 3rd floor auditorium of the FAA Headquarters building.

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Editors' Note: Reporters that are unable to attend may hear the 2 p.m., press briefing over the phone. Please call 1-800-226-6588 15 minutes prior to the briefing to be connected to a phone bridge.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, April 20, 1995

APA 34-95

Contact: Jeffrey Thal

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FAA ANNOUNCES PLAN TO ASSIST IN COMPLIANCE WITH CHANGES IN OVERSIGHT OF GOVERNMENT-OWNED AIRCRAFT

The Federal Aviation Administration (FAA) Wednesday issued an Advisory Circular (No. 00-1.1; Government Aircraft Operations) that provides the details and guidelines on how the FAA will apply a new law to increase oversight of most government aircraft carrying passengers or operating commercially.

The FAA intends to work actively with those affected by the law to inform and educate them on how to operate in compliance with the law, which takes affect April 23. More than 5,000 planes and helicopters, known as "public aircraft," which operate in all 50 states, could be affected by the action.

"Our efforts are directed at educating everyone involved--the users and the inspectors, to ensure that they understand the law and operate in compliance with it," said FAA Administrator David R. Hinson. "In addition, we encourage agencies who continue to operate public aircraft not covered by the new law to voluntarily comply with the Federal Aviation Regulations. The FAA will continue to provide assistance to public agencies to meet the new standards, whether they do so by regulation or by choice.

"When Congress passed the law this past fall, it sent a clear message about the importance of aviation safety for government aircraft. In implementing this measure, we intend to require aircraft covered by this measure to meet the same high standards as civilian aviation," said Hinson.

The newly-published guidelines are the result of an ongoing outreach and education program designed to work with those operators who will be affected by the change. Seminars

for users and FAA personnel were held to discuss the rule changes, and operators of public aircraft were visited by the FAA office responsible for their oversight, to ensure that they understand the new law and the FAA's interpretation of it. The outreach program is designed to listen to and understand the mission of each operator. If an operator's status would be changed by the law, discussions were held to ensure that he or she understood the regulations and could comply.

Under the new law, many government-owned airplanes--including state-owned aircraft that transport government officials--must meet FAA's civil aircraft regulations. These requirements include crew and aircraft safety standards. Previously, these aircraft were exempt by law from complying with these standards, although many did so voluntarily.

Some government-owned aircraft will remain "public aircraft," exempt from many federal aviation regulations. These include aircraft used in fire fighting, search and rescue, aeronautical research and law enforcement.

The Advisory Circular will be published in the Federal Register on Friday, has been provided to every flight standards office, and has been posted in the NTIS FedWorld (703-321-3339). Select menu items <F> Regulatory; <A>Regulatory Information Mall; <D> FAA Library of Files, and select the file AC00-11.LHA. The file is in ASCII (DOS) text format, and has been compressed with LHA213.EXE. Both may be downloaded free of charge.

Members of the CompuServe Information Service may download AC 00-1.1 from Library 15 (FAA) on the Aviation Forum (GO AVSIG). The file is in ASCII (DOS) text and has been compressed with PKZip 2.04. Users may download both files free of charge.

It is also posted on the Internet (address: <ftp.fedworld.gov>), Telenet ([fedworld.gov](telnet.fedworld.gov)), and World Wide Web (www.fedworld.gov); and on the FAA Flight Standards Bulletin Board System (202-267-5231) in file AC00-11.exe in the Advisory Circular directory.

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FAA News

Washington, D.C.



April 21, 1995

APA-35-05

Contact: Terry Kraus

Tel.: (202) 267-3854

FAA STATEMENT

The Federal Aviation Administration (FAA) would like to correct information provided in DOT Press Release (DOT 67-95), dated April 19, 1995.

That release incorrectly stated that "the [Boeing] 777 is the first aircraft ever to receive simultaneous type-design certification" from the FAA and Europe's Joint Aviation Authorities (JAA). In fact, in October 1993, the Airbus 330 became the first aircraft to receive simultaneous certification from the FAA and JAA.

The Boeing 777's certification program was the first program to be planned from the beginning by FAA and JAA under their Concurrent Cooperative Certification program.

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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, April 21, 1995

FAA 22-95
Contact: Marcia Adams
Tel.: (202) 267-8521

SECRETARY PEÑA ANNOUNCES
\$21.2 MILLION IN AIRPORT GRANTS
FOR SAN FRANCISCO

Secretary of Transportation Federico Peña, on behalf of the Clinton administration, today announced that the Federal Aviation Administration (FAA) will award grants totaling \$21.2 million for improvements at San Francisco International Airport.

These entitlement funds from the FAA's Airport Improvement Program (AIP) will be used to reconstruct a runway and taxiway and to build a new taxiway. The grant is part of a total of \$54.6 million in AIP funds awarded to California airports for fiscal year 1995.

"Supporting these airport improvements in San Francisco and throughout California illustrates our commitment to strategic investment in our transportation infrastructure, a key to the nation's economic growth and global competitiveness," Secretary Peña said as he toured San Francisco's air traffic control facility. "Our proposed fiscal 1996 budget, which provides additional flexibility for states and localities in the use of federal transportation funds, will further enhance the improvement of our nation's airports."

The Secretary added that these improvements will enable the airport's pavement to last substantially longer and will enhance the flow of San Francisco's air traffic.

The current air traffic control system lacks the tools the keep pace with the growing demands of today's aviation industry, Secretary Peña said in renewing his call for a government corporation to manage the nation's airspace. The administration's proposed Air Traffic Services corporation would be freed from federal budget, personnel and procurement rules, better enabling it to plan for the future and keep pace with new technology, 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

Tuesday, April 25, 1995

FAA 23-95

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FAA RULE INCREASES EXPERIENCE
LEVEL IN PILOT PAIRINGS

Taking one more step to provide the public with the highest level of flight safety, the Federal Aviation Administration (FAA) today issued a rule establishing minimum combined experience levels for two pilots flying together. The new rule will create a more consistent level of experience in the cockpit above and beyond existing licensing and training requirements, the FAA said.

In the past, there have been several accidents in which the combined experience level of the pilots was a contributing factor. The new rule is designed to avoid the pairing of two pilots with less experience in a particular aircraft. Airlines now will be required to pair a less experienced pilot with a crew member who has more flight experience. The rule is part of the FAA's ongoing effort to examine human factors in the cockpit, and reduce human error accidents.

Human factors was one of several issues explored in January when more than 1,000 industry, government and union aviation officials met in Washington for a historic working session to address what the officials described as the "shared responsibility" of aviation safety.

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FAA Administrator David R. Hinson said the new rule reflects the safety conference's underlying theme of a joint effort with industry to raise the level of safety for the flying public.

"We share with the airline industry a responsibility for one hundred percent safety. Nothing less than zero accidents is acceptable," Hinson said. "This new rule -- by increasing required experience in pilot pairings -- moves us closer to that goal."

Specifically, the rule increases the amount of flight time pilots need for initial operating experience in an aircraft. Within 120 days of completing training on an aircraft, pilots must log 100 hours of flight time. To ensure that pilots gain experience in the six critical phases of flight -- takeoff, climb, en route cruise, descent, approach and landing -- they now will be required to complete four operating cycles in a hands-on crew duty position. An operating cycle is a complete flight segment consisting of the six critical phases of flight.

Under the new rule, pilots no longer will receive operating experience credit for observing another pilot. Instead, the pilot-in-training actually must perform the duties. The rule also requires that the pilot-in-command make all takeoffs and landings during certain weather conditions and at particular airports if the co-pilot, or second in command, has less than 100 hours of flight time in the aircraft being flown.

Similarly, co-pilots no longer will be able to cite as operating experience the time spent observing another pilot performing flight deck duties. Co-pilots would be required to actually perform such duties to receive credit under the new FAA rule.

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

EXECUTIVE SUMMARY

TITLE: Pilot Operating and Experience Requirements

SIGNIFICANCE: Significant

SUMMARY: This final rule amends Part 121 pilot qualification requirements by upgrading existing operating experience requirements, by establishing a new experience requirement, and by adding requirements that would reduce the potential for an inexperienced pilot in command (PIC) to be scheduled to fly with an inexperienced second in command (SIC).

Specific changes include:

1. a requirement that, to complete operating experience, an SIC must perform SIC duties under the supervision of a check airman (eliminates the option to observe these duties);
2. an increase, from 15 to 25, in the required hours of transition training for PICs of Group II (turbojet) airplanes;
3. specified operating experience requirements for both PICs and SICs of 4 operating cycles (takeoff, climb, enroute, descent, and landing);
4. a requirement that each PIC and SIC acquire 100 hours of line operating experience within 120 days after completing an airman practical test or proficiency test to consolidate newly acquired skills and knowledge;
5. a restriction against a PIC and an SIC being paired for a flight unless one of them has at least 75 hours of experience in that airplane type; and,
6. a requirement that a PIC, when paired with an SIC with fewer than 100 hours of flight time in that airplane, conduct all takeoffs and landings under certain circumstances (special airports, visibility value for the airport at or below 3/4 mile, water/slush/snow on the runway).

BACKGROUND: Most of the amendments of this final rule resulted from the Joint Government/Industry Task Force on Flight Crew Performance, which recommended in September, 1990, that all certificate holders operating under Part 121 provide a minimum level of experience for pilot crews. Specifically, the committee recommended the consolidation requirements (#4 above), operating restrictions (#6 above), and crew pairing restrictions (#5 above).

The NPRM was published March 23, 1993. The FAA received 14 comments on the proposal. Comments were from air carriers, NTSB, pilot organizations, and one

individual. Most of the comments voice general support for the rule as a whole but have suggestions for changes to specific requirements. NTSB comments that the rule effectively responds to its safety recommendations following two accidents involving the pairing of inexperienced pilots. On the other hand, ATA comments that an FAA Air Carrier Operations Bulletin provides pairing restrictions, making the rule unnecessary. However, these bulletins merely provide guidance and are not mandatory.

The Boeing Company is concerned that the changes do not address the practice whereby Boeing's pilots help air carriers to introduce new airplane models into revenue service. During this time, pilots from the carrier may be paired with experienced pilots from the manufacturer. In response, the FAA points out that the rule contains deviation authority for special circumstances.

SIGNIFICANT ISSUES: Both NTSB and the Air Line Pilots Association comment that the 75-hour pairing restriction should be increased to 100 hours and should apply to the crew position in addition to the airplane type. The FAA's response is that the combination of new requirements of this rule, rather than any one single requirement, will accomplish the objective of increased safety, and that the revision requested by the commenters is unnecessary.

WHO WOULD BE AFFECTED: Part 121 certificate holders and their pilots.

COSTS AND BENEFITS: FAA estimates that the cost of this final rule over the next 10 years will be approximately \$31.3 million. Costs are incurred as a result of: extra flight training for PICs and SICs and the expense of a computer system to assist in pairing newly qualified pilots with experienced pilots. Benefits are the prevention of casualties over the next 10 years. The FAA estimates that, in the absence of this final rule a potential of 26 fatalities and 27 serious injuries could occur; thus, potential benefits of the rule are \$65 million.

PILOT OPERATING AND EXPERIENCE REQUIREMENTS

THE FINAL RULE

o Applicability.

- All Part 121 certificate holders
- Part 135 certificate holders who would be required to train and qualify flight crewmembers under the proposed air carrier training programs notice of proposed rulemaking (NPRM)

PILOT OPERATING AND EXPERIENCE REQUIREMENTS

BACKGROUND

o NPRM published March 1993 based on recommendations of a joint Government/industry task force committee (ARAC).

- Two major accidents, Continental at Denver (1987)
USAir at La Guardia
- ACOB voluntary compliance by carriers inadequate

PILOT OPERATING AND EXPERIENCE REQUIREMENTS

THE FINAL RULE

- o Increases the minimum crew experience level.
 - Establishes a minimum flight time for pairing PICs and SICs
- o Requires a new type of operating experience (OE).
 - Provides a skills consolidation period to reinforce newly acquired pilot skills
- o Increases SIC and certain PIC OE requirements.
 - SIC must be in the copilot seat
 - No reduction in OE hours for group II initial PIC or initial or transition SIC
 - Require a minimum number of cycles.
- o Establishes operating restrictions for inexperienced SICs.

PILOT OPERATING AND EXPERIENCE REQUIREMENTS

THE RULE

§ 121.434 Operating experience, operating cycles, and consolidation of learning.

o Operating experience.

- Increases OE from 15 to 25 hours for transition PIC in Group II airplanes
- Provides a 50% reduction in OE hours by substituting (1 takeoff and landing) for each hour EXCEPT FOR
 - Initial PICs in Group II
 - Initial or transition SICs in Group II
- Requires SIC OE must be in copilot seat

PILOT OPERATING AND EXPERIENCE REQUIREMENTS

THE RULE

§ 121.434 Operating experience, operating cycles, and consolidation of learning.

- o Operating cycles.

- OE must include at least 4 operating cycles (at least 2 as pilot flying the airplane)

PILOT OPERATING AND EXPERIENCE REQUIREMENTS

PROPOSED AMENDMENT

§ 121.434 Operating experience, operating cycles, and consolidation of learning.

o Consolidation of learning.

- For initial and transition pilots (not upgrade)

-- Requires pilots acquire at least 100 hours line operating flight time (including OE) within 120 days of a practical check flight.

-- If before completing 100 hours, the pilot serves as a pilot in another type airplane, the pilot may not serve as a pilot in the airplane which he newly qualified in, until he receives refresher training in the new aircraft.

-- If 100 hours not completed in 120 days, the period may be extended to 150 days provided before the 120th day the pilot receives refresher training or satisfactorily completes a line observation flight.

-- Administrator may authorize deviations via ops specs for certain cases.

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DO NOT INCLUDE ON BRIEFING SLIDE

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-- New certificate holder does not employ pilots meeting minimum requirements.

-- Existing certificate holder adds a new type airplane to its fleet.

-- Existing certificate holder establishes new domicile and assigns pilots who must become qualified in a new type airplane operated at that domicile.

PILOT OPERATING AND EXPERIENCE REQUIREMENTS

PROPOSED AMENDMENT

§ 121.438 Pilot operating limitations and pairing requirements.

o Establishes new SIC operating limitations.

- For SICs with less than 100 hours in type, the PIC must make all takeoffs and landings during adverse runway or weather conditions

o Sets crew pairing restrictions.

- One of the pilots must have 75 hours in the type airplane

PILOT OPERATING AND EXPERIENCE REQUIREMENTS

COMMENTS

o Received 14 comments.

- NTSB and ALPA stated the 75-hour pilot restriction should apply to each pilot position in addition to airplane type.

PILOT OPERATING AND EXPERIENCE REQUIREMENTS

REGULATORY EVALUATION

- o Comparison of costs and benefits for years 1994-2003.
 - Costs \$60 Million
 - Benefits \$66 Million

FAA News

Washington, D.C.



MEDIA ADVISORY
April 27, 1995

APA 36-95
Contact: Marcia Adams
Tel.: (202) 267-3488

FAA DEPUTY ADMINISTRATOR TO HOLD MEDIA BRIEFING ON APRIL 27

WASHINGTON - FAA Deputy Administrator Linda Hall Daschle will hold a media briefing -- limited to working press only -- to make a significant announcement regarding the Advanced Automation Program.

The briefing is scheduled for 2:30 p.m., in Conference Room 9abc on the 9th floor of the FAA Headquarters building, 800 Independence Ave., S.W., Washington, D.C.

Please contact Marcia Adams if you plan to attend the briefing.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, April 27, 1995

APA 37-95

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S T A T E M E N T

**RELEASE OF
NATIONAL TRANSPORTATION SAFETY BOARD
PUBLIC DOCKET
REGARDING
INVESTIGATION OF KANSAS CITY, MO., DC-8 CARGO ACCIDENT**

The Federal Aviation Administration (FAA) is supporting the National Transportation Safety Board (NTSB) investigation of the Feb. 16, Kansas City, Mo., accident involving a DC-8 cargo aircraft. Since the accident is currently under investigation by the board, the agency cannot comment regarding specifics of the accident.

Aviation safety is the FAA's highest priority. The FAA will continue to provide NTSB with extensive support and technical assistance regarding the investigation, as demonstrated in the release of today's docket materials. As in all investigations, the FAA will take appropriate actions relating to NTSB's conclusions. According to the safety board, the FAA has responded acceptably to over 80 percent of the NTSB's recommendations.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, April 27, 1995

APA 38-95

Contact: Jeffrey Thal

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FAA TAKES MAJOR STEP TOWARD AIR TRAFFIC AUTOMATION

The Federal Aviation Administration (FAA) today announced that the FAA and the Loral Corporation have reached an agreement on contract modifications to develop and install new, automated work stations for the nation's air traffic controllers.

"This new agreement will result in significant cost savings to the traveling public and taxpayers, improve aviation safety, and enhance system capacity in this century and well into the next," said Deputy Administrator Linda Hall Daschle. "The decision to proceed was made only after we determined that Loral could successfully address critical issues relating to technical performance, affordability, management, and program risk."

As a result, the FAA will proceed with the development and implementation of the Display System Replacement (DSR)--new, automated workstations for the FAA's 20 air traffic control centers and other key sites--and delivery of the first Tower Control Computer Complex (TCCC) system. A future contract modification will be negotiated for 69 additional TCCC systems.

"Today's action is the latest step in a process by Transportation Secretary Federico Peña and FAA Administrator David Hinson to turn this program around," said Daschle. "It is the culmination of months of intense analysis, hard work and tough negotiations."

The decision was made following a series of critical reviews including a 45-day cost and schedule review chaired by Daschle and then-Chief Counsel Mark Gerchick, by the Center for Naval Analyses (CNA), the Carnegie-Mellon Software Engineering Institute (SEI) and MIT's Lincoln Laboratories.

-- More --

"The audits we commissioned identified the root causes of the delays and cost overruns in the program, and the proposal Loral submitted addresses these problems to our satisfaction. We have evaluated their proposal carefully, and we believe they have in place the management oversight and accountability, program tracking, cost monitoring and quality assurance procedures to complete the program in good order," said Daschle.

The modification agreed to by the FAA and Loral is a fixed-price incentive contract valued at \$898 million for the DSR with an additional \$57 million for hardware and software development on the TCCC. The DSR contract modification includes several performance-based incentives to encourage Loral toward early delivery and reduced cost. It is estimated that this latest decision and other automation program changes will result in a net cost reduction of \$1.6 billion when compared to the former approach, the Advanced Automation System program. In addition, operation and maintenance savings in the DSR's first five years of full operation are projected to be \$50 million.

Daschle said that the first DSR system is scheduled to be delivered to the Seattle air traffic control center in fall 1997. The final system is scheduled to be installed in the Boston center in 2000.

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