U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, April 4, 1994

FAA 11-94
Contact: Pat Cariseo
Tel.: (202) 267-8521

FAA SEEKS PUBLIC INPUT ON STUDY OF 'HIGH DENSITY' RULE

As part of the Clinton Administration's initiative to help revitalize the ailing airline industry, the Federal Aviation Administration (FAA) is reviewing the 25-year-old "high density" rule, a regulation which limits hourly takeoffs and landings (slots) at four of the nation's most congested airports -- New York's LaGuardia and Kennedy, Chicago O'Hare and Washington National.

The study, expected to be completed in November, will be a thorough examination of the slot rule to assess airline capacity, competition, fares and service patterns at the four airports. It will also evaluate the rule's economic, operational and environmental impacts including the way domestic and international slots are allocated, and will consider alternative traffic management techniques. Public comment on the study will be accepted through May 27. Any future changes to the rule would require rulemaking accompanied by a full public proceeding. In the case of National Airport, legislative change would be required.

"A full review of the slot rule is an important step in the Administration's plan to revitalize the aviation industry. This review will help determine how to enhance the efficiency of the four airports, spur competition and protect the environment," FAA Administrator David Hinson said.

- more -

The high density rule was established in 1969 as a temporary measure to relieve congestion, reduce delays and manage the workload of air traffic controllers. Although methods of allocating and transferring slots have been revised over the years and a national system for controlling aircraft flow is in use, the basic rule remains largely unchanged.

Evaluating the rule is part of the Clinton Administration's Initiative to Promote a Strong Competitive Aviation Industry, which was announced in January. It was also a recommendation made last year by the National Commission to Ensure a Strong Competitive Airline Industry.

Notification of the study was published in the April 1 Federal Register. Send or deliver comments in triplicate to: Federal Aviation Administration, Office of Chief Counsel, Attention Rules Docket (AGC-200), Docket No. 27664, 800 Independence Avenue, SW, Washington, DC 20591. For more information contact Larry Barry, FAA, APO-220, (202) 267-3305.

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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 4, 1994

FAA 12-94
Contact: B. Buckhorn
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FAA NAMES DIRECTOR FOR AAS PROGRAM

Federal Aviation Administrator David R. Hinson today chose a top government manager to help curtail cost overruns and production delays in the agency's multi-billion dollar program to modernize the nation's air traffic control system.

Hinson appointed Robert M. Valone, Director of the Systems Program Office for the National Oceanic and Atmospheric Administration (NOAA), to the position of Program Director for the Advanced Automation System (AAS).

At NOAA, Valone had responsibilities for six major programs, including the agency's multi-billion dollar weather radar and satellite programs. During his tenure, Valone established a new base line for the programs and kept them on schedule and within cost. "Given his wide experience in managing large-scale programs, I'm confident Bob Valone is the person to help put the Advanced Automation System back on track," Hinson said.

The AAS is a complex technological undertaking designed to replace aging air traffic computer systems with state-of-the-art equipment capable of handling the increase in air traffic projected for the 21st century. To date, the FAA has spent $2.3 billion on the AAS program. If the program were to continue without reform, the total cost could reach $6.5 to 7.3 billion and would suffer further delays, a situation Hinson has termed "unacceptable."

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Valone, who joined NOAA in 1991, is also a former FAA Deputy Associate Administrator for National Air Space System Development. While at the FAA, he directed program management and engineering acquisition activities for all National Airspace System programs, plus the FAA's aircraft acquisition program. Overall, the organization managed $16 billion in programs and was staffed by over 300 engineering and technical personnel. Valone, who is an electrical engineer, also served the FAA in various other capacities, including Director of Advanced Systems Acquisition Service, and Deputy Manager of the Agency's Communications and Facilities Division. Prior to joining the FAA, Valone served as a Program Manager for the Naval Air Systems Command.

The appointment of Valone is the latest in a series of steps taken by Hinson to redirect the AAS program. He has announced plans to appoint a senior executive to oversee the operation of the entire program. He also assigned Deputy Administrator Linda Daschle and Chief Counsel Mark Gerchick to conduct a review of the program's cost and schedule status. In addition, he hired the independent Center for Naval Analysis to report directly to him on "realistic solutions" to problems plaguing the AAS program.

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FAA News

Washington, D.C.

Friday, April 8, 1994
Contact: Pat Cariseo (202) 267-3432

FAA, DEFENSE AND INDUSTRY TEAM UP TO INTRODUCE MILITARY RADAR TECHNOLOGY INTO CIVILIAN AVIATION

As part of the Clinton Administration's defense reinvestment program, the Federal Aviation Administration (FAA) and the Department of Defense's Advanced Research Project Agency (ARPA) entered into a $16.2 million agreement today with industry for a joint project that will accelerate the introduction of advanced military radar technologies into the commercial aviation system. The industry partners are Martin Marietta Government Electronic Systems, Moorestown, NJ, and General Electric Corporate Research and Development Center, Schenectady, NY.

Under the agreement, ARPA will provide $8.1 million to design, develop and build a prototype next-generation air traffic control radar. Matching funds will be provided by the industry partners. The FAA will manage the 24-month program.

The Dual-Use Sensor Technology for Air Transportation System Capacity and Safety Project is funded under the Technology Reinvestment Project (TRP), launched in March 1993. TRP is a cornerstone of President Clinton's Defense Reinvestment and Conversion Initiative, which emphasizes application of advanced technology to both military and commercial products.

The project team will build and demonstrate a prototype phased-array -- or electronic-scan -- radar antenna. The prototype will be used to conduct the first field demonstration of a phased-array system applied to both weather and air traffic surveillance. This technology allows the use of fixed antennas, rather than today's mechanically rotated antennas, to provide 360-degree coverage.

Phased array radar technology is currently being used by the military in a wide variety of applications. The dual-use agreement signed today will move defense technology to civilian applications at commercial airports.

- more -

Phased array technology offers the ability to detect hazardous weather conditions such as wind shear, reduce the number of sensors required at an airport, and increase the number of flights an airport can accommodate. As part of this effort, the team will also design and build a "next-generation" transmit/receive module which can be produced by automated manufacturing, a key step to technology affordability.

The Administration's emphasis on cost-effective dual use products is intended to create long-term, high-quality jobs, stimulate economic growth and meet future security challenges.

Other members of the government-industry team include: MA/COM, Lowell, MA; the National Center for Atmospheric Research, Boulder, CO; the U.S, Air Force Rome Laboratory, Griffiss AFB, NY; and the Engineering System Design and Analysis, Reston, VA.

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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
Thursday, April 14, 1994

FAA 13-94
Contact: Marcia Adams
Tel.: (202) 267-8521

A. BRADLEY MIMS NAMED TO FAA CONGRESSIONAL AFFAIRS POST

Veteran congressional aide A. Bradley Mims has been named assistant administrator for government and industry for the Federal Aviation Administration (FAA).

FAA Administrator David R. Hinson said, "I am delighted to have Brad Mims join the FAA. His extensive knowledge of Congress and the legislative process will be a valuable asset to the agency, and I look forward to working with him."

As the agency's chief congressional liaison, Mims will report directly to the administrator. His duties also include working closely with state and local governments and private industry.

Prior to joining FAA, he was the senior liaison officer for the Smithsonian Institution's Office of Government Relations where he was responsible for monitoring the institution's legislation before Congress. During his career, Mims also has held several legislative positions in Congress, including deputy staff director for the House Subcommittee on Postal Personnel and Modernization, legislative director and legislative assistant for several members of Congress.

Mims is a 1977 graduate of Allegheny College in Meadville, Pa., with a bachelor of arts degree in political science. In 1990, he received a graduate certificate from George Washington University's Washington Representative 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
Monday, April 25, 1994

FAA 14-94
Contact: Liz Neblett
Tel.: (202) 267-8521

BELGER NAMED TO TOP OPERATIONS POST AT FAA

Federal Aviation Administrator David R. Hinson has named Monte R. Belger executive director for system operations, a key management post for the 53,000-person Federal Aviation Administration (FAA).

Belger has more than 22 years experience managing a wide variety of FAA programs. In this new position, he oversees FAA activities ranging from air traffic control and facility maintenance to accident investigation and safety inspections.

- He served as the FAA's acting deputy administrator from January to August 1993 and also as associate administrator for aviation standards from 1988 to 1992. Belger previously worked at the FAA Great Lakes Region from 1980 to 1988, as deputy director, airports division manager and civil aviation security division manager. He also held the civil aviation security division manager position in the New England Region from 1978 to 1980.

After a four-year stint as a lieutenant with the U.S. Army in military intelligence, Belger began his civil service career as an FAA security investigator in Tampa, Fla., in 1972. He has since been awarded the rank of Meritorious Executive in the Senior Executive Service.

Belger earned a bachelor's degree in public administration and mathematics at Jacksonville University, Jacksonville, Fla., and has completed executive studies at the University of North Carolina.

He and his wife Linda have lived in the Washington, D.C. area since 1988. The couple have one daughter.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Thursday, April 28, 1994

Contact: Liz Neblett
Tel.: (202) 267-8521

INPUT FROM AVIATION INDUSTRY DRIVES FAA'S NEW STRATEGIC PLAN

The Federal Aviation Administration (FAA) actively solicited input from the aviation industry as a major building block of the agency's newly adopted comprehensive Strategic Plan, FAA Administrator David R. Hinson said today. The plan, which charts aviation's course into the next century, was the focus of a speech by Hinson to the National Aviation Club.

The plan resulted from a series of first-ever events initiated by the FAA which included: meetings with private industry to define issues and three free-wheeling panel discussions, known as "challenger sessions." These meetings with aviation and trade association leaders as well as agency personnel zeroed in on areas of concern, set deadlines to meet goals, and focused emphasis on guiding the aerospace industry worldwide into the next century.

"This is unique because it is FAA's first strategic plan that includes heavy input from the aviation industry, other government agencies, environmental groups and FAA employees at all levels," Hinson said. "Drawing together these groups to create the plan puts into place the objectives of the Department of Transportation's Strategic Plan to promote a safe, efficient transportation infrastructure that meets the needs of its customers."

"It is not a rigid document," Hinson said, "but one that is flexible enough to meet changes in the aviation industry. It details how and where the FAA will act to meet the needs of the aviation community."

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Another first is the plan's emphasis on accountability. "I am holding the FAA--and myself -- accountable," Hinson said. "The FAA is on the line to report to industry on the progress we make on our strategic plan milestones."

The plan is far more detailed than those in past years, which contained only FAA goals and objectives. This plan meshes with President Clinton's goals of reinventing government, revitalizing the aviation industry, creating jobs and promoting international leadership.

The first part, "Strategic Direction," includes expanded goals and objectives and outlines FAA's mission and the top aviation issues the agency will tackle. The second volume, "Strategic Implementation," lists the specific milestones which set policy for the next five years.

The plan highlights seven strategic issue areas:

o System safety: Provide a safe modern system to eliminate accidents, security incidents and human error and accommodate increased system demand.

o Aviation in the 21st century: Build a strong technical system for the future with programs like the Global Positioning System's satellite navigation technology.

o System capacity: Increase air traffic volume to improve access for all types of aviation by automating air traffic control; improving airports, traffic flow management, communications, navigation, surveillance and weather forecasting.

o Industry vitality: Promote American products and services more aggressively to help revitalize the American aviation industry.

o International leadership: Through U.S. leadership, achieve international standardization of a safe and efficient global air transport system.

o Environmental responsibility: Protect the environment by working proactively with other agencies.

o FAA's organization: Operate the FAA like a business and continue to shape the agency to better respond to its customers in a businesslike manner.

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APA-1

U.S. Department of Transportation

News

Federal Aviation Administration
Office of Public Affairs
Western-Pacific Region
Post Office Box 92007
Worldway Postal Center
Los Angeles, CA 90009-2007

94-23
May 4, 1994

FAA Contact: Fred O'Donnell
Telephone: (310) 297-1431

FAA REDUCES BAKERSFIELD FLIGHT SERVICE STATION OPERATION HOURS

The Federal Aviation Administration (FAA) has announced that operating hours of the Bakersfield Flight Service Station (FSS) have been reduced from 24 hours to 18 hours per day, effective May 3, 1994. The FSS will operate daily from 5 a.m. to 11 p.m., continuing to provide pilots with a full range of services.

The station complement is seven personnel. With two personnel incapacitated for medical reasons, and a third announcing on April 28 that she will retire on May 3, the facility was faced with covering a full 24 hour operation with only three operational people. After a careful evaluation of the circumstances it has been determined a temporary (2-6 weeks) reduction in the 24 hour operation of the facility is the only opportunity open. During the period from 11 p.m. to 5 a.m., normal demands for services are almost zero.

"Reducing operating hours will have no affect on air safety, will not impact the NAS Enroute structure and will only raise alternate minimums for instrument approaches a few feet during the time the facility is closed," said Bill Moses, Air Traffic Hub for the Sacramento/Rancho Murieta HUB, of which Bakersfield FSS is a part. :We plan to bring the facility back to full 24 hour operation just as soon as the personnel out on medical leave return to duty," Moses added.

During non-operation hours, pilots may call Rancho Murieta Automated Flight Service Station (AFSS), at 1-800-WX-BRIEF (1-800-992-7433) to obtain preflight weather briefings and/or file flight plans.

For additional information, contact Bill Moses, Manager, Rancho Murietta Automated Flight Service Station, at (916) 354-0161.

-FAA-

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, May 19, 1994

FAA 15-94
Contact: Fraser Jones
Tel.: (202) 267-8521

FAA LAUNCHES NEW NATIONAL AIR TRAFFIC CENTER, EXPANDS GLOBAL INFLUENCE

Federal Aviation Administrator David Hinson today dedicated a new state-of-the-art national air traffic management center, a facility that tracks, monitors and manages the flow of more than 150,000 flights a day.

The new, expanded Air Traffic Control System Command Center in Herndon, Va., replaces a cramped, outdated facility that recently moved from FAA's headquarters in downtown Washington, D.C. The flow control center is rapidly becoming a hub for global air traffic management and is a major step in boosting aviation safety, capacity and efficiency. The center is staffed around the clock and greatly improves the FAA's ability to manage international and domestic flight operations into the next century.

The command center provides controllers with a near real-time picture of traffic in the U.S. system -- more than 4,000 aircraft at the busiest travel times. "The extra margin of safety the center provides to the 150,000 daily operations it serves is the envy of the world," Hinson said. "Ultimately, we envision a worldwide linkup of all air traffic flow management systems for real-time sharing of demand and capacity information."

FAA is leasing the building, equipment and computer services from Electronic Data Systems (EDS), of Plano, Texas. This will give it the capability to adopt new technologies without making new purchases.

The command center's international role is already emerging. The United States and Canada share traffic data and similar ties will be set up with air traffic flow management facilities in the United Kingdom. Discussions are under way to bring Mexico into the traffic management partnership, Hinson said.

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The command center utilizes national and international flight tracking data from 22 FAA en route center computers and ground radar installations to determine if projected traffic demands exceed previously determined capacity limits. When this occurs, traffic managers hold aircraft on the ground at departing airports or divert aircraft in flight to other airports.

The command center's traffic management system provides direct economic benefits to industry through fuel efficient routings, and improves service to air travelers by eliminating air traffic bottlenecks. Delays are minimized by safely balancing air traffic demand with runway and airspace capacity.

The FAA is using flexible and economical business practices to manage the 29,000 square-foot facility near Dulles Airport. The building lease will save taxpayers more than $15 million over the life of the lease compared to constructing and maintaining the same amount of space. A lease agreement was signed with EDS last June, and includes options for renewal through the year 2009.

"This new center demonstrates how government and industry partnerships can assist the aviation industry in its return to profitability. This partnership allows the FAA to exploit rapidly changing technology by leasing facilities and computer services without the need for additional hardware investments," said Hinson.

"The result of this FAA-EDS agreement is an innovative technology solution that clearly benefits taxpayers, air travelers and the airline industry," said George Newstrom, EDS Corporate Vice President and head of the company's Government Services Group, adding that the "center combines the leading-edge resources the FAA requires to manage all of the agency's mission critical information."

Construction on the facility began in September, and the new center began managing traffic March 26.

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U.S. Department
of Transportation

**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

U.S. Department of Transportation
Federal Aviation Administration

News:

FAA Technical Center
Office of Public Affairs
Atlantic City International Airport
New Jersey 08405

FOR IMMEDIATE RELEASE
May 20, 1994

#94-16
Contacts:
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Lisa Campbell
(609) 485-5411

SATELLITE APPROACHES APPROVED AT ATLANTIC CITY INTERNATIONAL AIRPORT

Atlantic City International Airport has received authorization for use of satellite-based Global Positioning System (GPS) for its non-precision approach runways. Approval of GPS on Atlantic City International's runways 13-31 and 4-22 came on April 28. These approach paths were among the first 300 across the country to receive the green light to use this new technology.

The authorization, received from FAA Headquarters in Washington, culminates a broad range of efforts to provide satellite technology for non-precision instrument approaches at airports during bad weather. This authorization is especially important at airports that do not have precision approaches due to geographical or man-made obstructions.

Atlantic City's four GPS Runways are straight-in, non-precision approaches that provide lateral guidance only, down to 400 feet above sea level. Tests are continuing to enable precision approaches that would include the nominal three-degree glideslope down to 200 feet above sea level.

Traditional ground-based navaids, such as the Instrument Landing System (ILS) and Microwave Landing System (MLS), generate signals from the ground and are subject to operating limitations caused by signals reflecting off obstructions. Ground-based signals are much more susceptible to interference than the GPS signal, which is transmitted down from space clear of obstructions.

"Satellite technology enables aviation to achieve levels of worldwide coverage for communications and navigation that are not possible with today's standard line of sight radio communications and ground-based navigational aids," said Bob Till, program manager for Communication and Navigation Systems at the Technical Center. Essentially, this represents a shift in FAA

thinking and in the way air traffic is managed -- from a purely ground-based perspective to one that places an increased emphasis and reliance on airborne participation and decision making.

GPS is a radio-navigation system comprised of a minimum of 24 satellites orbiting 10,900 miles above the earth. Developed by the Department of Defense, GPS navigation may ultimately replace ILS and MLS for both precision and non-precision approach paths nationwide.

Non-precision approach procedures will be provided throughout the United States for GPS use in 28-day intervals, at the rate of 300 each interval until the full complement of approximately 5000 approach procedures has been distributed.

In order to complete a GPS non-precision approach, an aircraft must have a receiver that meets FAA requirements and certification. To date, a handful of manufacturing companies have aircraft GPS receivers certified to meet FAA requirements under TSO-C-129.

The use of satellite navigation for precision approaches -- called Differential GPS (DGPS) -- is now being tested and evaluated at the Technical Center. During the past 18 months, Center researchers have been testing an experimental DGPS system called Wide Area Augmentation System (WAAS) using remote test monitors strategically located around the country. In June, the FAA will formally announce a contract bid for companies to manufacture the WAAS. Till expects the contract to be in place by early 1995. "The FAA anticipates the implementation of differential GPS to take place throughout the country by mid 1996 or early 1997," said Till.

Last year, the Radio Technical Commission for Aeronautics published minimum aviation system performance standards to allow users to set up private use DGPS for special Category One precision approaches. Officials anticipate small-scale implementation of the private use DGPS to be in place by the end of the year.

The FAA is moving swiftly to clear the way for large scale use of the GPS. GPS will provide a more accurate and reliable navigation system and save millions of dollars as flights are able to follow more direct routing with less aircraft separation.

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FAA News

Washington, D.C.

May 24, 1994
Contact: Pat Cariseo (202) 267-8521

MEDIA ADVISORY

FAA SPONSORS FIRST AVIATION TRILATERAL

Aviation officials from the United States, Canada and Mexico have agreed to move toward developing common air traffic procedures and standards throughout the northern hemisphere -- a major step in the international harmonization of aviation.

At the first North American Aviation Trilateral (NAAT) meeting on May 20, hosted by FAA Administrator David Hinson in Washington, DC, the group discussed a wide range of issues including policy, operational and technology developments. Resulting from NAFTA and continuing discussions begun at the North American Transportation Summit, this is the first aviation trilateral meeting held at the executive level.

Round-table discussions included communications, navigation, surveillance and air traffic management planning and implementation; air traffic harmonization; traffic flow management; and future system enhancements. FAA senior staff reported on the status of the Global Positioning System and related wide area augmentation. Full trilateral discussions were hosted in the morning session. The afternoon was devoted to U.S.-Canada and U.S.-Mexico bilateral discussions.

"In a sense, we have to shrink North America," said Hinson. "We need to think boldly. Let's get rid of things that are ownership driven and see if Mexico, Canada and the United States can't do business in the same way."

The Mexican delegation was headed by Director General of Civil Aeronautics Federico Canovas Theriot. The Canadian delegation was led by the Assistant Deputy Minister of Aviation David P. Wightman.

The meeting's NAFTA genesis is the provision eliminating cross-border restrictions on specialty air services among the United States, Canada and Mexico. On this issue, as on others such as harmonization of air traffic control standards and procedures, the group agreed to pursue standardization through a working group which will provide specific recommendations.

Both the Mexican and Canadian delegations were present for the May 19 dedication of FAA's new Air Traffic Control System Command Center, in Herndon, Va. In discussions relating to traffic flow management capabilities, the administrator noted that the goal of the U.S. is to implement technologies and establish procedures that result in the three countries' systems working cooperatively -- encouraging more facility-to-facility communication.

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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
Wednesday, May 25, 1994

FAA 16-94
Contact: Marcia Adams
Tel. (202) 267-8521

FAA, AIR FORCE AGREEMENT TO HELP MILITARY TECHNICIANS GET PRIVATE SECTOR JOBS

The Federal Aviation Administration and the Department of Defense have launched a joint strategy to make it easier for military mechanics to obtain private sector jobs while at the same time ease a shortage of mechanics expected later in this decade.

FAA Administrator David R. Hinson and Secretary of the Air Force Dr. Sheila E. Widnall signed the memorandum of understanding which allows military personnel to move more quickly into private sector vacancies. It also allows them to apply their military training courses toward an FAA mechanic's license.

"One of the goals of our strategic plan is to put people first. Hiring mechanics who already have superb training is a bonus," Hinson said.

"This agreement provides industry with a tremendous pool of expert technicians. It's economically sound to hire maintenance technicians with experience and training," Hinson said. "We hope to strengthen the ties between America's transportation industries by helping this military talent transfer to the private sector."

The program converts military maintenance courses into credit for an airframe and powerplant mechanic's license. This enables aircraft mechanics to qualify for aviation positions upon separation or retirement.

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The agreement culminates efforts among the FAA, DOD and the Aviation Technician Education Council, which represents 80 percent of FAA-certified schools. The Navy and the Marine Corps also will participate in the program.

In conjunction with the federal regulations, the FAA has prepared an advisory circular that provides guidelines for aviation maintenance schools to use when evaluating military aviation training courses. The circular will be issued this summer.

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U.S. Department
of Transportation

**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
June 2, 1994

FAA 17-94
Contact: Gerald Lavey
Tel.: (202) 267-3883

FAA HALTS DEVELOPMENT OF MICROWAVE LANDING SYSTEM, CANCELS CONTRACTS

In a move designed to focus on the adoption of satellite technology and to save money, the Federal Aviation Administration said today it has decided to halt further development of the category 2 and 3 Microwave Landing Systems (MLS) and has canceled two contracts for such development.

FAA Administrator David R. Hinson said he believes satellite based technology using the Global Positioning System (GPS) will have greater potential to do a better job. The FAA's decision to cancel the contracts with Raytheon Corp. and Wilcox Corp. is expected to save about $59 million.

Hinson said, "Continuing the MLS development program is not an economically sound strategy, since all indications are that we will never need to deploy category 2 and 3 systems in any significant numbers." He added that if such systems are needed in the future, FAA can acquire them on the open market.

The microwave landing system, which was designed to replace the old instrument landing system (ILS), provides precision guidance over a wider area and gives pilots guidance to the runway in all weather conditions.

FAA has already deployed the less advanced category 1 microwave landing system at seven airports and is in the process of installing systems at 22 other airports. Category 2 and 3 MLS systems are used in precision, low visibility landings. The Global Positioning System can already handle category 1 approaches. Given the speed with which satellite technology is improving, the FAA believes GPS has great potential to provide precision approach landings.

"We recognize this decision may impact on international organizations with whom we have longstanding relationships,"

(more)

Hinson said. "We are sensitive to their concerns and will continue to work closely with them. We expect the International Civil Aviation Organization's review of its ILS/MLS Transition Plan to continue unimpeded."

The airline industry, including most major U.S. airlines, the Air Transport Association, and the Helicopter Association International, supported speeding the development of GPS and eliminating the MLS. The Radio Technical Commission for Aeronautics, another industry group, also supports FAA use of satellite technology.

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FAA News
Washington, D.C.

FOR IMMEDIATE RELEASE
Friday, June 3, 1994

Contact: Jerry Lavey
202 267 3883

STATEMENT ON ELECTRICAL BONDING ISSUE

The Federal Aviation Administration (FAA) has been investigating the allegations regarding electrical bonding on General Electric aircraft engines.

The FAA is looking into the situation from engineering, design and manufacturing perspectives. Although our investigation is not yet complete, nothing we have seen thus far has indicated any safety problem with the electrical bonding protection provided in GE engines.

In addition, the FAA is not aware of any incident involving electrical bonding that has had an adverse impact on the safe operation of GE engines.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Friday, June 3, 1994

Contact: Sandra Allen
(202) 267-3883

FAA OVERHAULS MULTI-BILLION DOLLAR COMPUTER PROGRAM

Stating the Federal Aviation Administration (FAA) cannot continue with "business as usual," Administrator David R. Hinson said today the agency is canceling or modifying four major portions of the Advanced Automation System (AAS) to bring the multi-billion dollar program under control. The moves are expected to save hundreds of millions of dollars from potential costs recently projected for the development and implementation of the program.

The AAS program, begun in the early '80s, suffered from a history of cost overruns and delays. "When Transportation Secretary Peña took office, he committed to addressing the problems of this long-troubled program," Hinson said. "When I took office, the Secretary directed me to take action to get the program back on schedule and on budget. Since then, we have focused on bringing this program in line."

In late 1993, Hinson initiated a comprehensive review of the costs and schedule to complete the program. The FAA also commissioned the Center for Naval Analyses (CNA) to conduct an independent assessment of the organizational, management, and financial concerns raised by the AAS program.

Based on conclusions from data collected over the past several months, the agency will cancel the Area Control Computer Complex (ACCC) and Terminal Advanced Automation System (TAAS). It will reduce the number of towers that will receive the Tower Control Computer Complex (TCCC). The software for the Initial Sector Suite System (ISSS), in which the government has invested over a billion dollars, will be analyzed to determine whether it can be operated and maintained.

-more-

"These decisions effectively end the downward spiral of the AAS program," said Hinson. "Our goal is to insure that the public and the aviation community can receive the promised benefits of modernized air traffic control at a price and in a time frame that reflects a business-like, disciplined approach."

In its report issued in mid-May, CNA criticized existing software. The report questioned the architecture and design for key segments of the AAS program. To determine whether the software can be made to work at a reasonable cost and schedule, an examination of the software has commenced and will be completed within approximately 90 days.

Hinson ordered that program spending be reduced during the software examination.

The FAA concluded the same benefits envisioned in ACCC could be provided to the industry and traveling public through a new competitive process and development of Automated En Route Air Traffic Control (AERA). In canceling TAAS, the FAA will use off-the-shelf technology to provide updated automation for its terminal control facilities.

This action follows earlier moves by the FAA. On March 3, Hinson announced the results of an internal study and suspended funding for the ACCC while a high-level FAA team evaluated and revalidated all elements of the AAS program.

The agency also announced key management and personnel changes, naming Robert Valone, an authority who is experienced in managing large technology-driven programs, to direct the AAS recovery effort. Subsequently, Hinson brought in as a consultant George Donohue, a top-level official from the prestigious RAND Corporation, to evaluate FAA's internal process for managing acquisitions, systems development and new technology.

"Modernization of the air traffic system is a crucial part of our ability to serve the users of America's airspace," said Hinson. " We must insure this program delivers its benefits at a cost that's fair to the taxpayer while delivering high technology the system demands."

-30-

U.S. Department of Transportation
Federal Aviation Administration

NEWS: APA-4

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June 5, 1994
Contact: John Clabes

FOR IMMEDIATE RELEASE

International Aviation Officials to Attend
Flight Inspection Symposium June 6-10

DENVER -- The Federal Aviation Administration's eighth International Flight Inspection Symposium will be held June 6-10 at Denver's Downtown Hyatt Regency Hotel.

Some 250 aviation leaders from throughout the world are expected to participate. The FAA's Office of Aviation System Standards (AVN) with Headquarters in Oklahoma City is sponsoring the biennial meeting. Theme is "The Impact of Technology on Flight Inspection."

Marsha S. Ivins, astronaut and veteran of three space missions, will participate and speak at the symposium banquet June 9. Other dignitaries scheduled to speak are A. K. Dart, Of the United Kingdom Civil Aviation Authority, who will chair one day of the conference (June 7); Darlene Freeman, FAA Associate Administrator for Aviation Standards, and Monte Belger, FAA Executive Director for System Operations.

In addition to hearing world experts on aviation topics during three full days of meetings, delegates will share views about the impact of new technology on flight inspection. The symposium will also feature static displays of flight inspection aircraft, exhibits of products and services, and other special events.

Flight inspection symposia are held to bring about closer uniformity of flight inspection standards among the various countries. The conference serves as an international assembly of government and industry leaders responsible for inspecting, certifying and testing accuracy and safety of air navigation systems throughout the world. FAA's flight inspection offices are located at Oklahoma City, Battle Creek, Mich.; Atlantic City, N.J.; Sacramento, Calif.; Atlanta, Ga.; Anchorage, Alaska; Honolulu, Hawaii; Frankfurt, Germany, and Tokyo, Japan.

(more)

Flight Inspection Symp add-1-1-1 FAA rel./Okla. City

Flight inspectors insure that the signals being sent by navigational aids, along with associated instrument flight procedures, meet prescribed standards of quality and safety necessary to assure safe air navigation for the flying public. For FAA flight inspection crews this means inspecting 5,500 facilities, including some overseas locations, and averaging 25,000 flight hours annually.

At Denver, for example, FAA's inspection teams spent 8,500 man hours redesigning more than 170,000 square miles of air space around the new airport. They inspected all navigation and airway facilities months before the first scheduled opening date. The world's largest airport is also the first in the world with triple, simultaneous ILS approaches. Delegates are scheduled to tour the airport during the conference.

William H. Williams Jr., director of AVN, will lead the flight inspection symposium, and bring various elements of his organization, known as the world's finest, to share knowledge and expertise in the flight inspection field.

Authority for the international conference stems from the Federal Aviation Act of 1958, which says that the administrator may provide safety-related training and operational service for foreign aviation authorities. Recent meetings were held in London and Washington, D. C.

Colorado Governor Roy Romer has proclaimed June 5-11 as International Flight Inspection Week.

Those who wish more information should contact John Clabes, Phyllis Howard or Jan Perry, phone 405-954-3156 (FAX) 405-954-3436, or write IFIS-Denver, c/o AVN-4, FAA Aeronautical Center, PO Box 25082, Oklahoma City OK 73125-4902.

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Note to Editors and Program Directors:

What: International Flight Inspection Symposium (Jun 6-10)
Media Overview, Monday, June 6, 10 a.m., (Hotel) Director's Conf. Rm.

Where: Denver, Colo., Hyatt Regency Downtown

When: June 6 to 10, 1994 (special briefing June 6)

Who: The U.S. Federal Aviation Administration in cooperation with international aviation regulatory authorities

Contacts: Denver, June 5-10 only: John Clabes, Phyllis Howard or Tommie Johnson; call (303) 295-1234.

Why: To bring about closer uniformity of flight inspection standards between nations, and to exchange information about developments and new technology. Technical sessions, luncheon/dinner speakers, forums, exhibits, tours; agenda and speaker information available on request.

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, June 6, 1994

FAA 18-94
Contact: Anthony Willett
(202) 267-8521

FAA TO AWARD AIRPORT IMPROVEMENT FUNDS BY JUNE 30

The Federal Aviation Administration will award up to $889.9 million in airport improvement program funds by the June 30 cutoff set by Congress, FAA Administrator David R. Hinson announced today.

Last month, Congress authorized an interim airport funding package, with funds to be available through June 30. Airports generally will receive 50 percent of their entitlement funds for the year. The funds are used for airport planning, airfield construction and noise compatibility measures.

"This program is part of the Department of Transportation's plan to invest strategically in America's infrastructure," Hinson said. "These funds will enable us to begin new projects, reduce congestion, increase the efficiency of the system and enhance safety."

The awards will range from several hundred thousand to several million dollars, FAA said. The FAA has been working with airports across the country since October in anticipation of the authority to issue the grants. The FAA assists in formulating projects, reviewing costs, satisfying environmental concerns and insuring the availability of local matching funds.

In the next few weeks, the Senate will consider multi-year reauthorization legislation for the airport improvement program. Congressional reauthorization must occur before additional funds may be issued. The FAA awarded $1.8 billion in 1993 and $1.9 billion in 1992.

The AIP started in 1982, over 14,000 grants totaling $14.4 billion have been awarded. The AIP has four primary goals: to assure safety and security of the airport system; to ensure the continued good condition of the transportation infrastructure; to add capacity where needed; and to improve the environmental compatibility of the airport with the community.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, June 8, 1994

Contact: Patrice Allen-Gifford
Tel.: (202) 267-8521

FAA LOOKS TO ENHANCE SATELLITE NAVIGATION WITH WIDE AREA AUGMENTATION SYSTEM

The FAA is speeding satellite technology to the cockpit with a solicitation for the development of a ground-based network to support operational use of the Global Positioning System (GPS).

The agency issued an RFP -- request for proposals -- for a wide area augmentation system (WAAS), a network of ground stations and communication systems that enhance the integrity and availability of GPS signals. To achieve the full benefits of the positioning information provided by GPS, the basic service must be augmented by information from a network of ground reference stations supported by land- and space-based communication systems.

"The wide area augmentation system will mean that, in most instances, airports and localities will not need to purchase their own locally-based stations to provide augmentation signals," said FAA Administrator David R. Hinson.

The FAA-conceived project has been flight-tested successfully in the U.S. and Canada with dramatic results.

"The question no longer is 'does it work,' but 'how quickly can we get it installed'," noted Hinson. With the wide area augmentation system, civil signals will radiate from communications satellites. This will allow aircraft equipped with a GPS receiver that is designed to use WAAS information to make approaches at any U.S. airport.

- more -

Initially, WAAS will provide integrity and enhance availability of GPS to support all phases of navigation from over-the-ocean flights through non-precision approach operations. WAAS will also have the potential to be expanded to provide enhanced accuracy to enable precision approach operations. This decision will be based on the outcome of a joint study by the Departments of Defense and Transportation currently underway and scheduled for completion by September 1994.

The GPS constellation of 24 satellites was declared operational last December by the Secretary of Defense. In February, Hinson announced initial operating capability for civil use which means that aircraft equipped with a certified receiver could use GPS for enroute and terminal navigation and to conduct non-precision approaches.

Because the GPS program when fully enhanced will provide a variety of benefits to all NAS users, the FAA had DOT support to accelerate the WAAS acquisition program by devoting increased staff and contractor resources to this priority program. In only five months since Hinson declared GPS available for civil use, the FAA completed everything from the technical specifications to formal approvals -- a process that normally takes 15 to 18 months. The Administration has proposed that the FAA become a government corporation so it will have just such flexibility to reallocate resources in response to customer requirements.

The request for proposals being released today is for an initial six-year contract. The initial WAAS, anticipated to consist of 24 ground reference stations plus ground and satellite communications systems is scheduled for delivery by mid-1997. The RFP emphasizes technical merit and contains incentive options based upon contractor performance. A preproposal conference is currently scheduled for June 22, 1994, at the Department of Agriculture in the Jefferson Memorial Auditorium at 9:00 a.m.

WIDE AREA AUGMENTATION SYSTEM
Questions and Answers

What is the Wide Area Augmentation System and why is it needed?

The Global Positioning System is a satellite navigation system developed and operated by the Department of Defense. The GPS constellation of 24 satellites orbiting 11,000 miles above the earth emit signals to receivers on or near the surface of the earth. To achieve the full benefits of GPS, the basic service, which DoD has made available for civil use worldwide, must be enhanced in terms of accuracy, integrity and availability.

The FAA conducted extensive research to develop the Wide Area Augmentation System (WAAS) which will provide this correction information. WAAS is planned to be a network of ground stations and land and space-based communications satellites that will allow GPS to be used as a sole means of navigation for enroute travel in the U.S., as well as for making precision approaches. The initial objectives of WAAS are to provide improved integrity, availability and continuity of service to the GPS basic service.

How will WAAS work?

Signals from GPS satellites are transmitted to aircraft receivers and GPS ground stations. Because the ground stations' positions are known exactly, the ground stations identify any measurement errors from the satellites for their respective areas and send this information to processing facilities for integrity determination. The processing station transmits information to a communications satellite via a ground-earth uplink. The integrity information is broadcast to the receiver on board the aircraft, which makes the needed corrections. The communications satellite also transmits a GPS-like navigational signal to the aircraft.

What are the components of WAAS?

The FAA formally requested proposals from industry for development of the Wide Area Augmentation System in June 1994. Although the specific architecture is not yet determined, certain elements are necessary: (1) geographically dispersed monitor stations to collect data received from GPS satellites; (2) central processing sites to determine satellite integrity, which is transmitted to (3) communications satellite uplink sites; and (4) geostationary satellites for broadcast of navigation and integrity messages.

Who will operate the WAAS?

WAAS will be operated and maintained by the prime contractor until the Federal Aviation Administration formally commissions the system. During that period, the FAA will decide to maintain the system internally or have a contractor provide maintenance.

If WAAS is implemented, will airports still need to purchase local area augmentation systems?

If a future decision is made to add accuracy improvement to WAAS, local area correction systems will only be needed in rare instances where the WAAS information is insufficient to provide precision approach guidance. The future decision will be based on the outcome of a DOT/DOD study currently underway and scheduled for completion by the end of September 1994.

Will WAAS work for Cat II and III?

The WAAS is currently expected to be technically capable of supporting precision approaches at or near Category I only.

What technology will the FAA use for Cat II/III in the future?

The FAA is working with U.S. industry and academic institutions to demonstrate the technical feasibility of using satellite-based systems for precision approaches down to Category IIIB (auto-pilot landings). The contract award for the feasibility study for Cat II/III approaches is expected to be awarded in FY94 and the determination of the feasibility of GPS-augmented systems for CatII/III approaches is expected to be made in FY95. The specific technologies are kinematic, carrier-phase tracking, carrier-code, and pseudolite transmissions.

FEDERAL AVIATION ADMINISTRATION
SATELLITE NAVIGATION PROGRAM

WIDE AREA AUGMENTATION SYSTEM (WAAS)

CHRONOLOGY

o Program Office established in 1990.

o Objective: Develop a satellite based navigation capability to satisfy operational requirements.

o Primary focus was on the DoD Global Positioning System (GPS).

o Identified limitations of the GPS in meeting operational requirements in the areas of integrity, availability, and accuracy.

Integrity: the assurance that all functions of a system perform within operational performance limits.

Availability: the percentage of time that the services of the system are usable.

Accuracy: the degree of conformance between the estimate or measured position and the true position.

o Investigated several alternatives to satisfy the limitations, to include:

- increasing the size of the GPS constellation
- broadcasting GPS augmenting information from ground sites
- developing civil navigation satellites
- using communication satellites

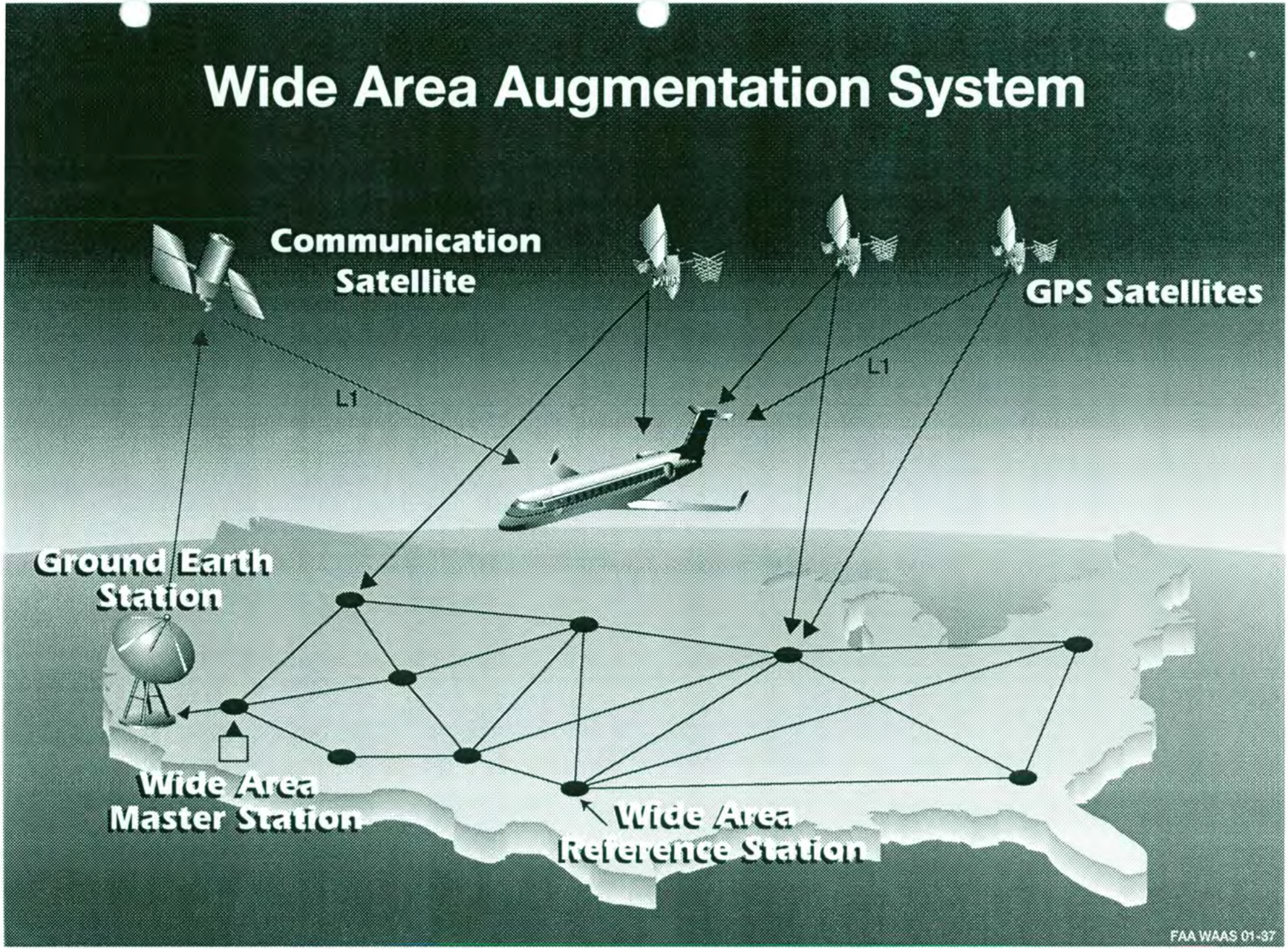
o Based on factors such as utility of design, ease of user equipment production, cost to the user and the government, the communication satellite alternative was pursued--the foundation of the WAAS.

o Models were built, studies completed and simulations performed in 1991-92. A research and development system was constructed in 1992-93, flight tests performed and the resulting data analyzed.

o Technical hurdles have been overcome, the WAAS can satisfy operational requirements for enroute, terminal and approach operations.

o Approval has been obtained to implement the WAAS as a component of our National Airspace System.

Wide Area Augmentation System

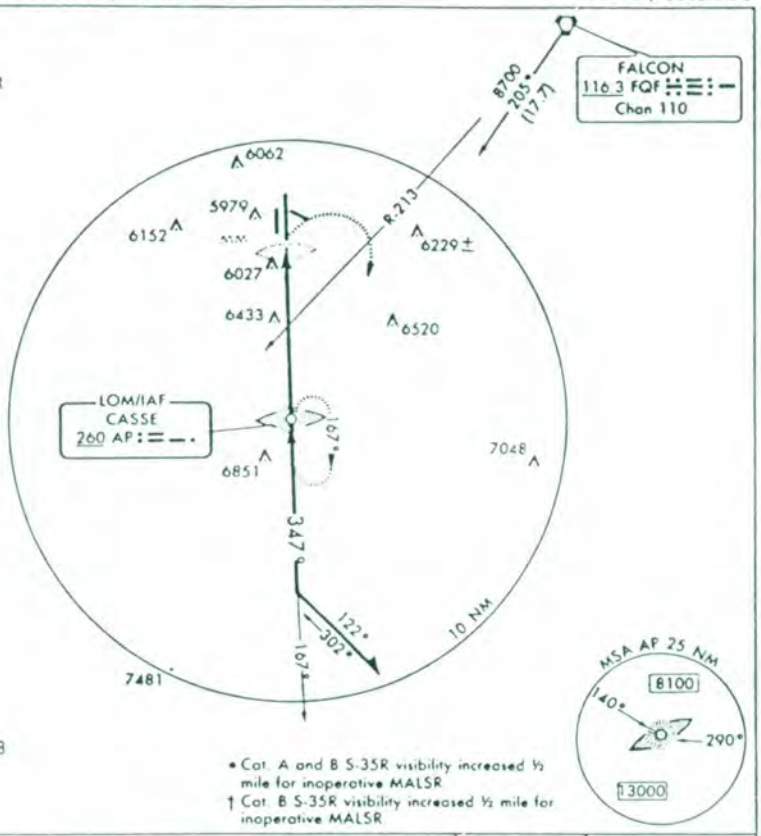


NDB or GPS RWY 35R

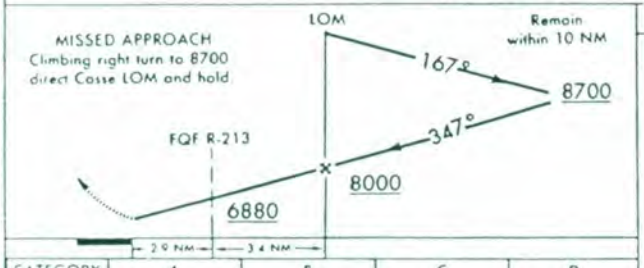
AL-5715 (FAA)

DENVER/CENTENNIAL (APA)
DENVER, COLORADO

ATIS 120.3
DENVER APP CON
126.1 307.3
CENTENNIAL TOWER
118.9
GND CON
121.8
CLNC DEL
128.6

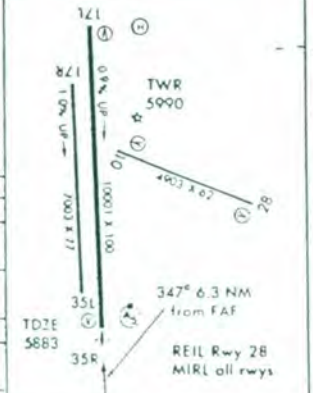


• Cat. A and B S-35R visibility increased ½ mile for inoperative MALSR
† Cat. B S-35R visibility increased ½ mile for inoperative MALSR



CATEGORY	A	B	C	D
S-35R*	6880-¾ 997 (1000-¾)	6880-1 997 (1000-1)	6880-2½ 997 (1000-2½)	6880-2¾ 997 (1000-2¾)
CIRCLING	6880-1¼ 997 (1000-1¼)	6880-1½ 997 (1000-1½)	6880-3 997 (1000-3)	
VOR MINIMUMS				
S-35R†	6740-¾ 857 (900-¾)		6740-2 857 (900-2)	6740-2½ 857 (900-2½)
CIRCLING	6740-1 857 (900-1)	6740-1¼ 857 (900-1¼)	6740-2½ 857 (900-2½)	6740-2¾ 857 (900-2¾)

ELEV 5883



FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

▽△

NDB or GPS RWY 35R

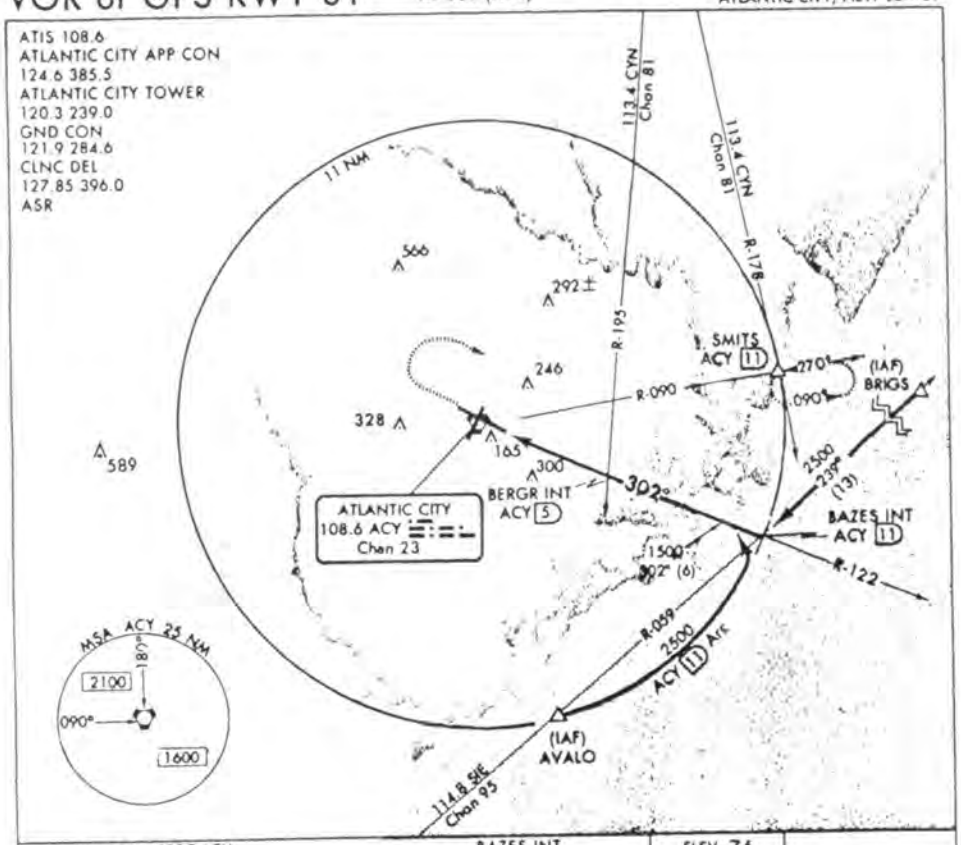
39°34'N – 104°51'W

DENVER, COLORADO
DENVER/CENTENNIAL (APA)

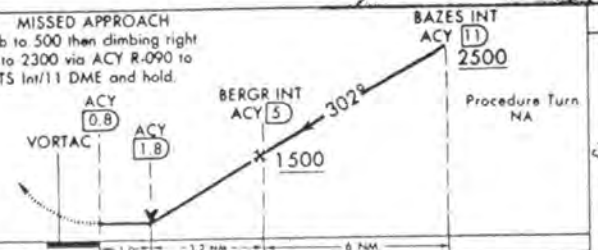
VOR or GPS RWY 31

AL-669 (FAA)

ATLANTIC CITY, NEW JERSEY



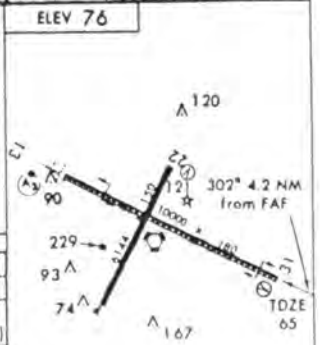
MISSED APPROACH
Climb to 500 then dimbing right turn to 2300 via ACY R-090 to SMITS Int/11 DME and hold.



CATEGORY	A	B	C	D	E
S-31	440/50 375 (400-1)			440/60 375 (400-1¼)	
CIRCLING	540-1 464 (500-1)		540-1½ 464 (500-1½)	680-2 604 (700-2)	760-2½ 684 (700-2½)

△

ELEV 76



TDZ/CL Rwy 13
HIRL Rwys 4-22 and 13-31

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

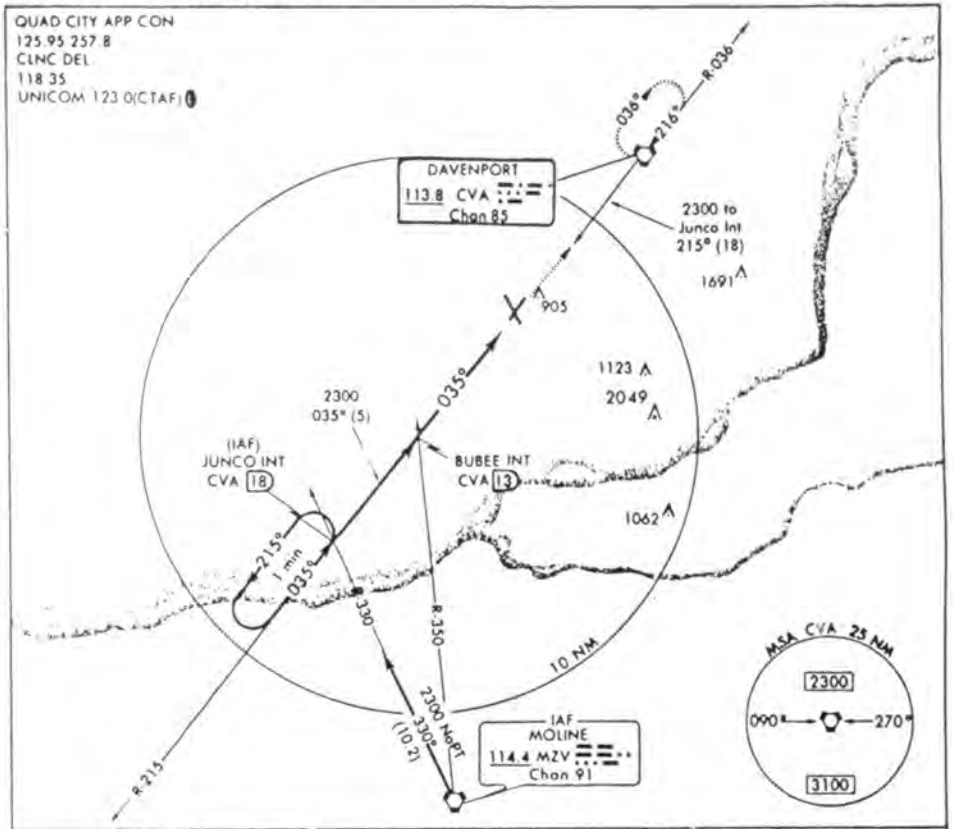
VOR or GPS RWY 31 39°27'N - 74°35'W

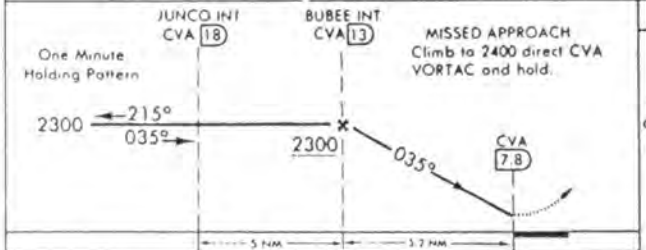
ATLANTIC CITY, NEW JERSEY
ATLANTIC CITY INTL (ACY)

VOR or GPS RWY 3

AL-949 (FAA)

DAVENPORT, IOWA

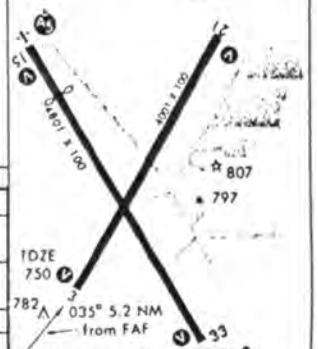




CATEGORY	A	B	C	D
S-3	1180-1 430 (500-1)		1180-1¼ 430 (500-1¼)	1180-1½ 430 (500-1½)
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)
MOLINE, IL, ALTIMETER SETTING MINIMUMS				
S-3	1220-1 470 (500-1)		1220-1¼ 470 (500-1¼)	1220-1½ 470 (500-1½)
CIRCLING	1260-1 507 (600-1)		1260-1½ 507 (600-1½)	1360-2 607 (700-2)

When control zone not in effect except for operators with approved weather reporting service, use Moline, IL, altimeter setting. ▽△

ELEV 753 Rwy 15 ldg 4236'



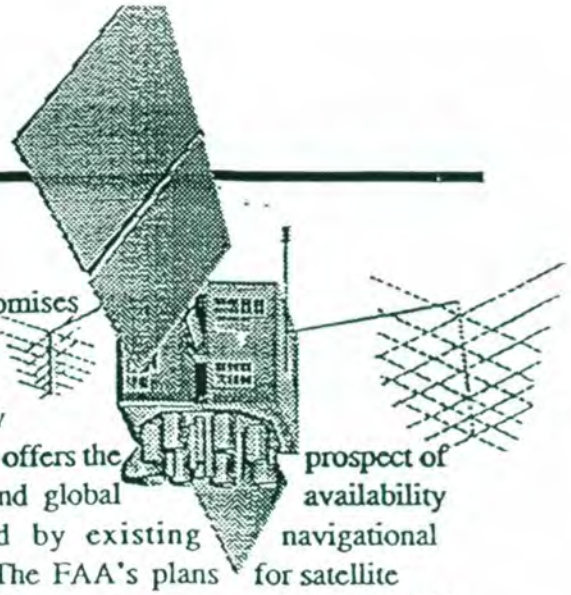
MIRL Rwys 3-21 and 15-33
REIL Rwys 3, 21 and 33

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

VOR or GPS RWY 3 41°37'N - 90°35'W

DAVENPORT, IOWA
DAVENPORT MUNI (DVN)

GPS Background



In 1989 the Department of Defense (DOD) launched the first production series of GPS satellites. This effort was the initial step in revolutionizing the way we find our location on earth. The 24-satellite system was be declared operational by the DOD on December 8, 1993. A similar declaration will be made in early 1994 regarding civil operational status.

The technology behind GPS is relatively simple. A constellation of 24 satellites orbiting 11,000 miles above the earth emits signals to receivers on earth. By measuring the travel time of a signal transmitted from each satellite, a receiver can calculate its distance from that satellite. The satellite positions are used by a receiver as precise reference points to determine the location of the receiver. When receiving the signals from at least four satellites, a GPS receiver can determine latitude, longitude, altitude, and time.

The accuracy of GPS can be further refined by using a technique called "differential GPS" or DGPS. DGPS makes use of a ground receiver at a known location to calculate any combined error in the satellite range data. That correction can be applied to all other GPS receivers in the same locale to eliminate most errors in their measurements.

The use of GPS technology soon became apparent to the civilian community. Even before becoming operational, signals from GPS were being used by surveyors to pinpoint sites within centimeters, by mariners to place buoys and navigate across lakes and oceans, by surface transportation vehicles to find their way through busy cities, and by railroads to locate and trace trains on remote tracks.

Although the benefits of GPS to all modes of transportation are enormous, its contribution to aviation promises to be revolutionary. This new technology offers the prospect of accuracy and global availability unmatched by existing navigational systems. The FAA's plans for satellite navigation have grown substantially since 1990.

In keeping with the Presidential Airline Commission's recommendation to pursue the earliest application of GPS to commercial air transport operations, and to assist all aviation users in benefiting from this technology, the FAA has issued a National Aviation Standard for GPS. This standard makes GPS an official part of the National Airspace System. GPS will allow aircraft to make curved approaches to airports, fly more efficient routes, and obtain positional information anywhere in the world. GPS by itself, however, will not be a panacea for all air traffic control limitations. Its full benefits will only be realized when used in conjunction with other technologies such as Advanced Automation System, Data Link, and Automatic Dependent Surveillance.

To facilitate the use of GPS, the FAA published a Technical Standard Order in 1992 for the first phase of GPS equipment to be used by aviators. This order tells equipment manufacturers the specifications that must be met if their receivers are to be certified by the FAA for use in the National Airspace System.

One of the benefits to airlines from GPS technology will be realized over oceanic areas. The FAA has been working closely with the airlines since 1990 to use GPS navigational information as part of operational trials for monitoring and controlling traffic movement over the Pacific.

(CONTINUED)

FAA News

Washington, D.C.

CONTACT:
Sandra Allen
202 267 3883

June 10, 1994

STATEMENT

FAA Administrator David R. Hinson today said:

"Secretary Pena and I have today directed a review of the timeliness of the FAA's actions in response to safety concerns regarding Boeing 757 wake turbulence. I share the Secretary's concerns about the timeliness of the actions over the past several years regarding this issue and the adequacy of the process used by the agency in considering those actions.

"The FAA believes that current measures appropriately address safety issues relating to the wake vortex matter. I nonetheless believe strongly that the public is entitled to be assured that the FAA has acted, and can act in the future, with appropriate speed when the facts warrant.

"I also strongly support disclosure of safety information to the public and fully concur in the Secretary's commitment to open government. I have directed prompt completion of an agency-wide review of responses to public requests for information under FOIA in this matter.

"Accordingly, before July 22, the Agency and the Office of the Secretary will:

1. Complete its review of the timeliness and the decision-making process on the issue of B 757 wake turbulence;

2. Make public the results this review; and,

3. Review the FAA's previous response to FOIA requests in this matter and, as appropriate, make publicly available additional documents subject to the request."

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Tuesday, June 14, 1994

Contact: Fraser Jones
Tel.: (202) 267-8521

**DON'T LET MOTHER NATURE RUIN YOUR FLIGHT,
GET FAA'S LATEST SUMMER SAFETY TIPS**

In another step aimed at boosting aviation safety, the Federal Aviation Administration (FAA) is urging general aviation pilots to follow advice in a new weather information brochure. The free brochure gives pilots tips on how to make their flights safer and smoother by avoiding summer's often unpredictable storms.

"Aviation safety is the FAA's top priority and we're constantly looking for ways to get valuable information to pilots," said Charles Huettner, Associate Administrator for Aviation Safety. "This brochure is a part of the agency's strategic plan to increase pilot awareness and knowledge and make general aviation safer."

Here are a few of the 18 tips contained in the brochure:

- o Consider flying in the morning before afternoon heat triggers storms.
- o Avoid weather cells by 20 miles -- this means having 40 miles between two cells.
- o Always check density altitude against aircraft performance figures.
- o Summer haze can reduce light visibilities to almost zero, even when ground visibility is three miles.
- o Don't forget to take care of the most important part of the aircraft -- the pilot. Bring some water along on trips to avoid dehydration.

For free copies of the brochure, contact the FAA Office of Safety Information and Promotion, (202) 267-7770.

Note to Media: The tips in the attached brochure may be reprinted in their entirety.

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
June 24, 1994

FAA 19-94
Contact: Sandra Allen
(202) 267-3883

FAA AWARDS CINCINNATI-NORTHERN KENTUCKY AIRPORT $14.4 MILLION

The Federal Aviation Administration is awarding two grants totaling $14.4 million to the Cincinnati-Northern Kentucky International Airport. The improvement grants include $13.64 million to complete a runway extension and $822,000 to prepare an environmental impact statement for aircraft routing changes proposed to lessen noise around the airport.

"Thanks to the outstanding leadership of Senator Wendell Ford, who helped pass the interim Airport Improvement Program bill, we have been able to make $889 million available to airports throughout the nation," said FAA Administrator David R. Hinson. "As a result of Senator Ford's efforts, we are reducing noise over populated areas around Cincinnati-Northern Kentucky International Airport."

The extension project, begun in February, will lengthen runway 9/27 some 2,200 feet, bringing it from 7,800 feet to 10,000 feet. The FAA initially provided $3 million for the project, which totals $16.64 million. The runway extension will reduce noise by routing night flights over considerably less populated areas.

The $822,000 environmental study will be used to examine additional flight path modifications for noise abatement around the airport. This study, which is unrelated to the $16.64 million runway extension project, will be completed by October 1995.

Cincinnati-North Kentucky Airport is the nation's 27th busiest, with 5.8 million passenger enplanements. The airport covers 5650 acres located approximately eight miles from downtown Cincinnati.

-30-

U.S. Department of Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, June 27, 1994

FAA 20-94
Contact: Marcia Adams
Tel.: (202) 267-8521

JOAQUIN "ARCHIE" ARCHILLA NAMED TO TOP AIRWAY FACILITIES POST

Joaquin "Archie" Archilla, whose 26-year federal government career includes 18 years in aviation with a wide range of experience in international aviation and engineering, has been named associate administrator for Airway Facilities for the Federal Aviation Administration (FAA).

Archilla was selected by Administrator David R. Hinson to manage the 10,500-person organization that operates and maintains 28,000 facilities and related equipment which make up the nation's air traffic control and air navigation infrastructure.

"Archie's vast aviation knowledge and experience give him the tools to guide Airway Facilities through a major transition as new and highly-technical equipment continues to go on line," Hinson said.

Since late last year, Archilla has held the two top Airway Facilities positions on an acting basis before his appointment as Airway Facilities associate administrator. He also has held positions in FAA's Systems Maintenance Service, Office of International Aviation, Systems Engineering Service, Program Engineering and Maintenance Service, and FAA field facilities.

Archilla holds a bachelor's degree in engineering from the University of Puerto Rico, a master's degree in civil engineering from the University of California, and a juris doctor degree from the University of Puerto Rico School of Law.

Archilla is active in numerous professional organizations including the Air Traffic Control Association, Puerto Rico Bar Association, National Hispanic Coalition of Federal Aviation Employees, Technical Women's Organization, and Tau Beta Pi National Engineering Honor Society.

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NEWS

Federal Aviation Administration

For Immediate Release
Wednesday, June 28, 1994

Contact:
Sandra Allen
202 267 3333

FAA INCREASES SECURITY;
WARNS AIRLINE PASSENGERS

In response to a threat against airlines operating from airports in California, the Federal Aviation Administration (FAA) today directed airlines and airports in the state to increase security measures. The FAA also warned airline passengers traveling from airports in California to be alert to suspicious bags, parcels and other items and to expect delays as a result of the increased security actions.

The precautions were instituted in response to a letter received on June 27 by the San Francisco Chronicle from an individual known as "UNABOMBER." In the letter, the individual threatened to "blow up an airliner out of the Los Angeles International Airport sometime during the next six days."

"The safety of airline passengers is the FAA's highest priority. We must -- and we will -- continue to implement whatever actions are necessary to safeguard the traveling public," said David R. Hinson, administrator of the FAA. "These security measures will remain in effect as long as they are deemed necessary."

The FAA will make no further statements at this time.

# # #

NEWS:

U.S. Department
of Transportation
**Federal Aviation
Administration**

PUBLIC AND GOVERNMENT AFFAIRS
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FAA APPROVES FIRST SATELLITE APPROACH FOR HELICOPTERS

Chattanooga's Erlanger Medical Center Life Force Helicopter to receive first GPS non precision special approach

The Federal Aviation Administration (FAA) will approve the world's first Global Positioning System (GPS) helicopter non precision approach procedure on June 30 for use by Erlanger Medical Center Life Force Helicopter of Chattanooga, TN. Erlanger will be the first helicopter operator in the nation to be equipped with a receiver which is certified to fly GPS approaches. This is the first non-precision GPS approach to a heliport in the world. The procedure will enable Erlanger's emergency medical helicopter service to land in very low visibility conditions, thus transporting critically ill or injured patients in less time and in weather conditions that previously prevented helicopter operations.

"Saving minutes means saving lives," said FAA Administrator David R. Hinson. "Satellite approaches will enable emergency medical helicopters to fly from point-to-point more quickly, efficiently and safely."

Erlanger is the first of four civilian helicopter operators to complete a test flight program conducted jointly with the FAA. The operators' helicopters are being equipped with GPS receivers and data gathering equipment. The flight test program takes into account the helicopters' unique operating characteristics and is being conducted in real world conditions.

A second objective of the test program is to demonstrate and establish helicopter navigation capabilities using GPS at low altitude and in low visibility conditions. Both the approach procedures and enroute navigation capabilities will enhance safety and improve operations for the entire helicopter industry.

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All test flights will be conducted under Visual Flight Rules (VFR), i.e. high visibility conditions, with only an FAA observer, project pilot, and data technician on board. During the tests, pilots will wear vision limiting devices that simulate actual Instrument Flight Rules (IFR), which are used in poor weather conditions.

Fifty approaches will be flown to each test site over a two-week period. Data gathered from all 200 test flights will serve as the basis for a national model for development of GPS helicopter non-precision approaches at other locations and development of an IFR air traffic infrastructure which will support rotorcraft en route between IFR heliports.

The project is under the direction of FAA's Vertical Flight Program Office in Washington, DC, and the Office of Aviation System Standards in Oklahoma City, OK.

In addition to Erlanger, the other operators participating in the project include: the University of Wisconsin Hospital and Clinics, Madison, WI, and Corporate Jets, Inc.; the Mayo Clinic, Rochester, MN, and OmniFlight Helicopters, Inc.; and Petroleum Helicopters, Inc. (PHI), Lafayette, LA. They will begin testing GPS non-precision approaches in the next few months. Erlanger Medical Center, Mayo Clinic, and the University of Wisconsin Hospital and Clinics, are emergency medical service operations, while PHI is participating in its capacity as an offshore operator.

GPS is a space-based radio positioning and navigation system which uses information obtained from a network of satellites and is unaffected by weather. GPS technology promises to revolutionize the rotorcraft industry by providing IFR heliport-to-heliport capabilities similar to fixed-wing aircraft airport-to-airport capabilities. This will enable pilots to fly more direct routes while providing accurate guidance approach paths to airport runways and heliports.

A non-precision approach is a procedure in which no glideslope guidance is used. A glideslope provides vertical guidance for aircraft during approach and landing, using electronic signals.

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FAA Statement on General Aviation
A Partnership for Safety and Service

The FAA is continuing its efforts to do all it can to give general aviation a much-needed boost. Under the auspices of an FAA/industry action plan, the agency has taken several major steps to ease the regulatory burden on general aviation. The FAA also is working diligently to eliminate regulatory differences between small aircraft in America and overseas. The FAA also is reshaping its accident prevention program while creating greater access for pilots to computer bulletin boards.

The FAA solicited pilots and industry on April 1 about the unwarranted, inappropriate or overly burdensome rules. The request for identification of three rules that most needed change or elimination drew 400 comments from 184 sources. Some highlights:

- *Aircraft Simulation.* The FAA is examining and will consider easing requirements that prevent a pilot from logging instrument time in some flight training devices without instructor certification. This effort has been accelerated.
- *Medical Certification.* The FAA is considering a petition from the Aircraft Owners & Pilots Association to extend third-class medical certification from two to four years. Additionally, the FAA is considering a petition from the Experimental Aircraft Association that would allow recreational pilot operations without a medical certificate. This effort also has been accelerated.
- *Biennial Flight Review.* The FAA is reviewing the advisory circular to assist flight instructors in standardizing biennial flight reviews.
- *Aircraft Annual Inspections.* The FAA is examining requests to extend inspection time to two years for aircraft not flown for compensation or hire. The FAA has asked the Aviation Rulemaking Advisory Committee, a cooperative government/industry group, to make recommendations on a proposed rule. Industry groups have been urged to provide supporting data that have not been provided by petitioners.

The FAA also is simplifying certification of small airplanes. The FAA has issued landmark notices of proposed rulemaking to harmonize U.S. and European standards for airplanes that will be certificated in normal, utility, acrobatic and commuter categories. The proposed changes will simplify airworthiness approvals for airframe, flight, powerplant, and systems and equipment for small airplanes in the U.S. and Europe.

The notice on powerplant proposals will be published in the June 30 *Federal Register*. Publication of the three remaining proposals is expected by July 11.

These proposals arise from several years of joint efforts by the FAA and the European Joint Aviation Authorities (JAA) to provide consistent safety standards and facilitate import and export approvals for these airplanes. These more uniform rules should result in a cost savings to the manufacturer, reduce artificial restraints on trade and simplify product certification.

The FAA also is reinventing its accident prevention program for pilots with the initiation of an Aviation Safety Program targeting new audiences, especially the airworthiness community. The FAA's new focus comes on the heels of a successful 25-year effort to reduce general aviation accidents. The FAA is developing a prototype

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News Brief

FAA SIMPLIFIES SMALL AIRPLANE CERTIFICATION

The FAA is making government less burdensome by simplifying certification of small airplanes throughout Europe and America. The FAA is working with Europe's Joint Aviation Authority in the issuance of proposed rules to harmonize U.S. and European standards for small airplanes.

The new rules cover normal, utility, acrobatic and commuter aircraft. The new rules will simplify airworthiness approvals for airframe, flight, powerplant, and systems and equipment. The notice on powerplant proposals is published in today's *Federal Register.*

"These notices of proposed rulemaking are a landmark effort," said FAA Administrator David R. Hinson. "Uniform rules translate directly to a cost savings for the manufacturer, and they reduce artificial restraints on trade. Our goal is to simplify product certification."

The FAA and JAA have worked for several years to provide consistent safety standards and import and export of small airplanes.

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