

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Monday, July 10, 1995

APA 82-95

Contact: Curtis Austin

Tel.: (202) 267-3479

**FAA ANNOUNCES ASSESSMENTS OF FOREIGN
COMPLIANCE WITH INTERNATIONAL SAFETY STANDARDS**

As part of an effort to provide the public with more information about aviation safety in international travel, the Federal Aviation Administration (FAA) today announced the results of the agency's assessment of four countries' capability to provide safety oversight of their air carriers that operate in the United States. They are: El Salvador and Fiji, both rated as acceptable under international safety standards. Philippines was rated as conditional, and Haiti was rated as unacceptable.

The assessments are not an indication of whether an individual foreign carrier is safe or unsafe, rather they determine whether or not the country has a civil aviation authority in place and the extent to which that authority ensures that operational and safety procedures are maintained by its air carriers.

The focus of the FAA's foreign assessment program is on countries, not individual carriers from that country. And these countries are assessed for their adherence to ICAO's international standards, not FAA regulations. ICAO is the International Civil Aviation Organization.

Travelers may call 1-800 FAA-SURE (1-800-322-7873) to obtain summary statement about whether a foreign country has been assessed and the results, if available.

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Countries whose air carriers fly to the United States must adhere to the safety guidelines of the ICAO, the United Nation's technical agency for aviation which establishes international standards and recommended practices for aircraft operations and maintenance.

The FAA, with the cooperation of the host country, only assesses countries whose airlines have operating rights to or from the United States, or have requested such rights.

Specifically, the FAA determines whether a country has an adequate infrastructure for international aviation safety oversight as defined by the ICAO standards. The basic elements that the FAA considers necessary include: 1) a law enabling the appropriate government office to adopt regulations necessary to meet the minimum requirements of ICAO; 2) current regulations that meet those requirements; 3) procedures to carry out what the regulations require; 4) air carrier certification, routine inspection, and surveillance programs, 5) organizational and personnel resources to implement and enforce the above.

The FAA has established three ratings for the status of these countries at the time of the assessment: acceptable, conditional and unacceptable:

- **Category 1, acceptable:** A country's civil aviation authority that has been assessed by FAA inspectors and has been found to license and oversee air carriers in accordance with ICAO aviation safety standards.
- **Category II, conditional:** A country's civil aviation authority where FAA inspectors found areas that did not meet with ICAO aviation safety standards and the FAA is negotiating actively with the authority to implement corrective measures. During these negotiations, the FAA permits flights to operate into the United States and the FAA conducts heightened surveillance.
- **Category III, unacceptable:** A country's civil aviation authority found not to meet ICAO standards for aviation oversight. Unacceptable ratings apply if the civil aviation authority has not developed or implemented laws or regulations in accordance with ICAO standards; if it lacks the technical expertise or resources to license or oversee civil aviation; if it lacks the flight operations capability to certify, oversee and enforce air carrier operations requirements; if it lacks the aircraft maintenance capability to certify, oversee and enforce air carrier maintenance requirements; or it lacks appropriately trained inspector personnel required by ICAO standards. Operations to the U.S. by a carrier from a country that has

received a Category III rating are not permitted unless they arrange to have their flights conducted by a carrier from a country meeting international aviation safety standards.

The FAA has assisted countries with less than acceptable ratings by providing technical expertise, assistance with inspections, and training courses. The FAA hopes to work with other countries through ICAO to address non-compliance with international aviation safety oversight standards

The FAA will continue to release the results of safety assessments to the public as they are completed. First announced in September 1994, the ratings are part of an ongoing FAA program to assess all countries with air carriers that fly into and out of the United States by the end of 1996.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, July 12, 1995

APA 84-95

Contact: Jeffrey Thal

Tel.: (202) 267-7344

MEDIA ADVISORY

**FAA Administrator Hinson to announce significant step
forward in world-wide data link communications**

- Who:** Federal Aviation Administrator David R. Hinson and Captain William Cotton, Manager, Air Traffic & Flight Systems, United Airlines
- What:** Announcement of details of a government/industry cooperative agreement to ensure the international utility of data link and other satellite communication technologies.
- When:** Thursday, July 13, 1995; 1:00 p.m.
- Where:** Conference Room 9ABC
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, D.C. 20591
- Why:** Administrator Hinson and Capt. Cotton will announce and discuss an unprecedented collaborative business agreement between the FAA and 11 major U.S. carriers, and with participation from all corners of the aviation industry. This agreement is designed to speed delivery of a system that will improve safety and service, and reduce the costs of system development to the users and the taxpayers.

The agreement to be announced Thursday will lead to developing and implementing airborne and ground systems that will enhance air traffic management and communication worldwide. The development effort is the key to achieving the benefits from new technologies such as data link, the Global Positioning System and advances in automation.

Complete information package and interviews will be available.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, July 12, 1995

APA 85-95

Contact: Larry West
(202) 267-3883

MEDIA ADVISORY

Hinson to announce comprehensive review of
FAA regulation and certification process

Who FAA Administrator David R. Hinson

What Announcement of comprehensive review of the way FAA makes rules and certifies aircraft.

When Thursday, July 13, 1995, 11 a.m.

Where Conference Room 9ABC, FAA Headquarters, 800 Independence Avenue, S.W., Washington, D.C. 20591

Why The FAA aims to ensure that the way it creates and enforces rules and certifies new technology are in step with the needs of aviation in the next century and consistent with the goal of zero accidents.



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Thursday, July 13, 1995

APA 83-95

Contact: Jeffrey Thal

Tel.: (202) 267-7344

**FAA, AIRLINES ANNOUNCE LANDMARK
AGREEMENT TO FURTHER AERONAUTICAL COMMUNICATIONS**

Continuing the Clinton Administration's effort to reinvent government, the Federal Aviation Administration (FAA) today announced that it and 11 U.S. airlines will establish an unprecedented government-industry consortium to develop the framework for a worldwide Aeronautical Telecommunication Network (ATN). The state-of-the-art system will enable airlines and other airspace system users to communicate rapidly and reliably worldwide well into the 21st century.

The agreement, which completes an action item set forth in the administration's National Performance Review, establishes a working model for government/industry cooperation in the development of a worldwide standard for aviation communication.

"This is an example of government/industry cooperation at its best because it is designed to speed delivery of a system to improve safety and service, and at the same time reduce the costs of the system's development to the users and taxpayers," said FAA Administrator David R. Hinson. "By demonstrating a clear need for the network and a commitment to work together, FAA and the aviation industry hope to reduce the risk for equipment manufacturers and create an early market for ATN products."

-more-

Under the consortium agreement, the airlines have formed a corporation, ATN Systems, Inc., that will work with the FAA to develop the systems to meet the requirements of the various airspace users. The FAA and the airlines will work together to foster commercial development of the equipment and systems required for the network rather than taking the traditional approach of having the aviation industry and the government conduct separate lengthy and costly development programs.

"This type of working relationship was a recommendation of the President's 1993 National Commission to Ensure a Strong Competitive Airline Industry. It enables us to save money and time in the development of standards for systems such as the ATN," said Hinson. "The result of this particular effort will be faster, more efficient and more reliable communication of data for the improved safety and benefit of all users of the airspace system--airlines, military, business, private pilots and the flying public."

"ATN data communications are the key to meeting the air traffic management needs of the future," said ATN Systems, Inc. President Bill Cotton. "The ATN will be an interconnected, worldwide system that will verify and communicate accurate information about the location of all users, including aircraft in flight, to all users of the network."

"The airline industry is excited with this innovative approach to new technology development, and ATA is pleased we were able to play a part in the project," said Air Transportation Association (ATA) president Carol Hallett. "Technology and new ways of doing business go hand-in-hand, and the industry will be looking at the ATN system as a model for other future efforts."

Today's aeronautical telecommunication system is a combination of very-high frequency (VHF) and high-frequency (HF) voice and data transmission systems that will not be capable of handling the projected demands of the future. Over the next decade, for example, the FAA expects air travel in the U.S. to increase by 60 percent, from 500 million to 800 million passengers annually, and to double by the year 2015. The ATN will incorporate the elements of satellite communication with a ground-based distribution system to meet these new needs.

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Thursday, July 13, 1995

APA 86-95

CONTACT: Larry West

Tele.: (202) 267-3883

**FAA ANNOUNCES COMPREHENSIVE REVIEW
OF REGULATION AND CERTIFICATION CAPABILITIES**

Federal Aviation Administrator David R. Hinson today announced CHALLENGE 2000 — a comprehensive review of the FAA's regulation and certification capabilities. Hinson said the review is essential to determine what the agency will need to do to overcome the increasing challenges of regulating the aviation industry and certifying rapidly changing technologies as America enters the 21st century.

To help the FAA respond to those emerging challenges and continue its progress toward the goal of zero accidents, Hinson commissioned a high-level task force to "take a fresh look at the way we do things," by conducting a thorough review of the agency's regulation and certification policies and procedures. Hinson, who has set a July 26 deadline for the first meeting of the task force, said he expected it to take approximately 6-9 months to complete the review.

When he took the job as FAA administrator two years ago, Hinson said, his mandate from President Clinton and Transportation Secretary Federico Peña was to evaluate the structure and function of the agency, to fix any existing problems he might find, to redefine and reorganize as necessary, and to fine-tune processes and organizations as appropriate. CHALLENGE 2000 is part of that third phase, he said, and a logical extension of other management initiatives the FAA has undertaken since his arrival.

(more)

"Good management requires us to reassess our way of doing business periodically, to ask and answer certain fundamental questions, and to examine the relationship between the way we do things and our reason for doing them," said Hinson, who in his first two years at the FAA has reorganized the agency into six distinct lines of business, increased accountability and established better ways to measure productivity.

"The only assumption we're starting with is that it's always possible to do a better job," he said. "We want to take a hard look at every aspect of our regulation and certification work — not only what we do, but also how and why we do it."

The CHALLENGE 2000 task force will be chaired by Barry Valentine, FAA assistant administrator for policy, planning and international aviation. The task force and the CHALLENGE 2000 initiative will consist of three components:

- 1) a team of private management consultants and aviation experts, which will conduct an independent examination of regulation and certification processes;
- 2) Gen. James Abrahamson, chairman of the FAA Research and Development Advisory Committee, and other advisory committee members under his direction, who will evaluate the FAA's relationship to the technology environment and the agency's ability to respond strategically to rapid technological changes;
- 3) a team of senior FAA officials, whose responsibility will be to assist other members of the task force, to provide essential expertise and perspective on the FAA and its current practices, to facilitate the review, and to carry out Hinson's mandate to "make sure that the FAA is as well prepared tomorrow as we are today to fulfill our mission of ensuring the safety and efficiency of U.S. aviation."

"Like the industry we regulate, the FAA must meet the challenges of tomorrow by planning and preparing for them today," Hinson said.

In addition to the CHALLENGE 2000 review, Hinson said that he and Anthony Broderick, associate administrator for regulation and certification, have been working on several near-term initiatives. Among those initiatives are an aggressive public education program to enhance safety by encouraging passengers to remain seated with seat belts fastened during flights; a fast-track process for the FAA's top five rulemaking initiatives to enhance safety; voluntary accreditation of parts suppliers; and a status report on the safety action initiatives that were developed jointly by government, labor and industry following the nationwide Safety Summit in January.

(more)

Hinson said that other initiatives would be announced as they are developed and implemented. He added that a lot of evaluation already has been done by various program offices in keeping with the Clinton Administration's National Performance Review. That information will be made available to the task force.

Hinson said that several factors figured in his decision to establish a comprehensive review and evaluation of the FAA's regulation and certification responsibilities. They include rapid advances in technology, the need to update the nation's aviation regulatory framework, the introduction of computerized management systems and new business practices, and the United States' responsibilities for international cooperation as the world leader in aviation regulation and certification.

"As the global economy quickly creates an international aviation system, the FAA is a model for civil aviation authorities around the world," Hinson said. "For that to continue, the FAA must prepare now to meet the combined challenges of rapidly changing technologies, limited resources and unprecedented growth in air travel."

Hinson praised FAA employees for their extraordinary dedication in helping to create and maintain the world's safest aviation system and their success in responding to changes in the aviation industry. He cited as an example FAA certification of the Boeing 777 — which required the agency to develop a new certification process for the first computer designed airplane in the U.S.

Hinson stressed that CHALLENGE 2000 is not aimed at a specific problem or intended to bring a predetermined result. Instead, he said, it's an effort to avoid future problems by applying "breakthrough thinking" to regulation and certification.

"I can't predict exactly what this review will tell us, but I believe it will provide the information and the tools we need to chart a true course from where we are now to where we need to be in the future," Hinson said.

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**REGULATION AND CERTIFICATION ORGANIZATION
FEDERAL AVIATION ADMINISTRATION
FACT SHEET**

The Regulation and Certification Organization plays a major and vital role in the FAA's mission to ensure the safety and efficiency of U.S. aviation.

The organization has regulatory, certification and oversight responsibility for:

- 120 major air carriers;
- 500 foreign carriers that fly to U.S. sites;
- more than 3,100 commuter airlines and on-demand operators;
- approximately 680,000 active pilots;
- 202,000 aircraft of all types;
- more than 2,800 manufacturers; and
- 4,800 repair stations — both foreign and domestic — around the world.

Regulation and Certification employees perform more than 400,000 safety inspections annually, and the organization is responsible for several major FAA programs and initiatives, including:

- the aviation safety rulemaking program;
- the international aviation safety assessment program;
- international harmonization of safety rules;
- approval and oversight of industry drug and alcohol testing programs;
- accident investigation and the FAA response to recommendations from the National Transportation Safety Board.

**BARRY L. VALENTINE
FAA ASSISTANT ADMINISTRATOR
FOR POLICY, PLANNING AND INTERNATIONAL AVIATION**

As the FAA assistant administrator for policy, planning and international aviation, Barry Valentine leads the organization that traditionally provides the Administrator with staff and support for studies and other special projects. Valentine is very familiar with the issues that will be the focus of CHALLENGE 2000, and he has a broad aviation background, which makes him the ideal choice to chair the task force that will conduct the comprehensive review of FAA regulation and certification.

- Barry Valentine has more than 35 years of aviation experience, beginning with his first solo flight at age 16.
- Prior to assuming his current position at the FAA, Valentine was director of aeronautics for the State of Maine and manager of the Portland International Jetport.
- He served as an Air Force pilot during the Vietnam War and was awarded the Distinguished Flying Cross.
- He was a member of the Maine State Legislature and served on the staff of the U.S. Senate Majority Leader.
- He is a member of many aviation organizations and associations.

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FAA REGULATION AND CERTIFICATION NEAR-TERM INITIATIVES

To complement CHALLENGE 2000, FAA Administrator David R. Hinson and Anthony Broderick, associate administrator for regulation and certification, announced several near-term initiatives. Those initiatives include:

- an aggressive public education program to enhance safety by encouraging passengers to remain seated during flights with their seat belts fastened;
- issuance of an advisory circular for the voluntary accreditation of parts suppliers;
- and a status report after the end of the fiscal year on the 173 safety action initiatives that were developed jointly by government, labor and industry following the nationwide Aviation Safety Summit in January.

Hinson and Broderick also announced that they have put the FAA's top five rulemaking initiatives for safety on a fast-track. Those five rulemaking initiatives and their deadlines are:

Air Carrier Training Programs -- Final Rule, October 1995

Requires all commercial operations of aircraft with more than 10 seats to meet the highest requirements for crew training, testing and qualifications. Requires training in Cockpit Resource Management to enhance crew coordination and performance.

Aircraft Simulator Use in Airman Training -- Final Rule, September 1995

Allows the use of state-of-the-art simulator technology to enhance crew training.

Harmonization of Certification Regulations for Small and Commuter Category Airplanes -- Final Rules, December 1995

Ensures that all small and commuter category airplanes manufactured in the United States and Europe meet the same strict safety requirements.

Pilot Duty Limitations and Rest Requirements -- Notice of Proposed Rulemaking (NPRM), November 1995

Establishes a stricter set of duty and rest requirements for all flight crew members in commercial operations with more than 10 seats.

Flight Data Recorders -- NPRM, December 1995

Increases the amount and type of information recorded during aircraft incidents to pinpoint the cause more quickly and to develop corrective actions more promptly.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE
Monday, July 17, 1995

Contact: Larry West
Tele.: (202) 267-3883

CLARIFICATION

A Federal Aviation Administration (FAA) press release issued July 13 (APA 86-95) entitled "FAA Announces Comprehensive Review of Regulation And Certification Capabilities" should have indicated that the rewrite of the flight and rest rules which will be proposed in November covers all Part 121 and Part 135 operations, not merely those scheduled operations with 10 or more seats. It also includes smaller scheduled operations with 9 or fewer seats, as well as all non-scheduled operations.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, July 13, 1995

APA 87-95

Contact: Curtis Austin

Tel.: (202) 267-3479

FAA & INDUSTRY MOVE FORWARD WITH PARTS BROKER ACCREDITATION PLAN

Taking another step to prevent the use of unapproved aircraft parts, the Federal Aviation Administration (FAA) is recommending a joint industry-FAA plan to create an industry-operated authorization program for brokers and distributors of aircraft parts.

"This joint plan is an example of what can be accomplished when the FAA and industry share the responsibility for aviation safety," FAA Administrator David R. Hinson said. "This plan will help mitigate concerns regarding the use of unapproved parts in U.S. certified aircraft."

The FAA, which will issue the advisory circular Friday, July 14, will accept comments on the plan through early August. Advisory circulars either recommend or require pilots, maintenance workers, aircraft manufacturers and other segments of the aviation community to conduct specific actions or procedures to enhance safety.

The plan was developed by a joint industry-FAA task force as a means of developing a voluntary accreditation program for the distributor/dealer network throughout the country. There are currently approximately 2,500 distributors/dealers who may offer materials and parts to the civil aviation market.

Under the plan, the task force -- called the Aerospace Industry Registration of Distributors (AIR-DU) Task Force -- would select highly recognized auditing firms to train, manage and certificate auditors. Parts distributors and dealers seeking accreditation would contact the AIR-DU Task Force and ask to be audited.

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The plan calls for "special enforcement consideration" for airlines and air carrier operations that used accredited brokers. For instance, if an unapproved part was installed in an airliner that used an accredited parts distributor, only the distributor would face enforcement action. However, if an unapproved part was found in an airliner that used an unaccredited parts distributor both the airline and the distributor would be held accountable.

In late May, Hinson told a Senate subcommittee on suspected unapproved parts, although unapproved parts have never been cited by the National Transportation Safety Board (NTSB) as the cause of an air carrier accident, the FAA, nonetheless, is aggressively moving forward with programs and directives to further eliminate their use.

Although some 26 million aircraft parts are changed each year (there are more than 6 million parts on a 747) the FAA has issued only eight airworthiness directives in the past five years, Hinson told the Senate subcommittee.

In the same five-year-period, Hinson said, the FAA has conducted more than 150 seminars on unapproved parts; participated in more than 200 industry symposiums, established a joint-FAA-military team to deal with dual-use parts; issued notice to parts suppliers to seek FAA permits to manufacture their products, and created a hotline for individuals throughout the aviation community to phone the FAA about suspected unapproved parts.

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NEWS:

U.S. Department
of Transportation
Federal Aviation
Administration

PUBLIC AND GOVERNMENT AFFAIRS
P.O. Box 20828, Atlanta, GA 30320
(404) 305-5100
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FOR IMMEDIATE RELEASE
July 15, 1995

CONTACT: Kathleen B. Bergen
404-305-5100
After Hours: 404-305-5180

NATIONS AIR EXPRESS GROUNDS FLIGHTS FOLLOWING FAA INSPECTION

Nations Air Express, Inc., a Smyrna, Georgia-based airline, yesterday voluntarily agreed to stop flying following a Federal Aviation Administration (FAA) inspection that uncovered serious deficiencies in pilot training and proficiency checking and record keeping.

The inspection revealed that the airline's records are insufficient to determine the training and qualifications of its pilots and flight attendants. The inspection also found deficiencies in the airline's pilot training programs, pilot proficiency checks, and crew manuals.

In accordance with a consent order signed yesterday by Nations Air Express and the FAA, the airline agreed to stop flying until the FAA determines that it is in compliance with the Federal Aviation Regulations (FAR). FAA will work closely with Nations Air Express to bring the airline into compliance.

Nations Air Express has operated as an FAR Part 121 air carrier since March. It operates two Boeing 737-200 aircraft on approximately 30 scheduled flights daily between Boston, Pittsburgh, Philadelphia, and Myrtle Beach, SC.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, July 18, 1995

APA 88-95

Contact: Bob Hawk

Tel.: (202) 267-3467

FAA STATEMENT

The Federal Aviation Administration (FAA) today issued a statement as a preliminary response to a July 17 letter to Administrator David R. Hinson from Jim Hall, chairman of the National Transportation Safety Board, on the installation of upgraded flight data recorder (FDR) systems in certain Boeing 737 aircraft.

The NTSB said it is pleased that the FAA agrees that the airplanes should be equipped with upgraded FDRs. However, NTSB suggests that economic considerations should not be a factor in requiring that they be equipped with upgraded FDRs by December 31, 1995.

FAA is conducting an in-depth rulemaking effort in response to the board's letter. Meanwhile, FAA agrees that NTSB makes a strong case for FAA to require operators to retrofit certain airplanes with upgraded FDRs to aid in the investigation of accidents and incidents. Indeed, safety is the FAA's number one priority. In meeting this obligation, FAA has developed an aggressive campaign -- working vigorously with the NTSB and the aviation industry -- to address FDR-related matters. FAA has already called on industry to begin retrofit of Boeing 737 aircraft with upgraded FDRs on a voluntary basis to improve safety and minimize costs at the same time.

In fact, FAA has developed an Aviation Rulemaking Advisory Committee working group that has been meeting since last May with the objective of developing the best possible early solutions to the need for upgraded FDR systems. The committee includes industry representatives, as well as the NTSB's technical staff, who are trying collectively, and tirelessly, to expedite an appropriate FDR program for effective and timely implementation.

FAA previously indicated to the NTSB that its call for upgraded FDR systems in the Boeing 737 aircraft is extremely ambitious and that it was doubtful that the NTSB's recommended schedule for upgrades to be completed by December 31 could be met without substantial airplane groundings and extraordinarily high associated costs. The collective efforts of all to date have not found a way around these problems.

In reaffirming its position, FAA said it will continue to move forward as quickly as possible in meeting its mandate of ensuring the safest possible air transportation system for the traveling public.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, July 19, 1995

APA 89-95

Contact: Curtis Austin

Tel.: (202) 267-3479

**FAA ANNOUNCES ASSESSMENTS OF FOREIGN
COMPLIANCE WITH INTERNATIONAL SAFETY STANDARDS**

As part of an effort to provide the public with more information about aviation safety in international travel, the Federal Aviation Administration (FAA) today announced the results of the agency's assessment of five countries' capability to provide safety oversight of their air carriers that operate in the United States. They are: Brunei, rated as acceptable under international safety standards; and Aruba, Jamaica, Turkey, Trinidad & Tobago; all rated as conditional.

The assessments are not an indication of whether an individual foreign carrier is safe or unsafe, rather they determine whether or not the country has a civil aviation authority in place and the extent to which that authority ensures that operational and safety procedures are maintained by its air carriers.

The focus of the FAA's foreign assessment program is on countries, not individual carriers from that country. And these countries are assessed for their adherence to ICAO's international standards, not FAA regulations. ICAO is the International Civil Aviation Organization.

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Category III, unacceptable: A country's civil aviation authority found not to meet ICAO standards for aviation oversight. Unacceptable ratings apply if the civil aviation authority has not developed or implemented laws or regulations in accordance with ICAO standards; if it lacks the technical expertise or resources to license or oversee civil aviation; if it lacks the flight operations capability to certify, oversee and enforce air carrier operations requirements; if it lacks the aircraft maintenance capability to certify, oversee and enforce air carrier maintenance requirements; or it lacks appropriately trained inspector personnel required by ICAO standards. Operations to the U.S. by a carrier from a country that has received a Category III rating are not permitted unless they arrange to have their flights conducted by a carrier from a country meeting international aviation safety standards.

-- more --

The FAA has assisted countries with less than acceptable ratings by providing technical expertise, assistance with inspections, and training courses. The FAA hopes to work with other countries through ICAO to address non-compliance with international aviation safety oversight standards

The FAA will continue to release the results of safety assessments to the public as they are completed. First announced in September 1994, the ratings are part of an ongoing FAA program to complete initial assessments of all countries with air carriers that fly into and out of the United States by the end of 1996.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE
Tuesday July 25, 1995

APA 91-95
Contact: Jeffrey Thal
Tel.: (202) 267-7344

FAA AWARDS SOFTWARE CONTRACT FOR AIR TRAFFIC CONTROL AUTOMATION

The Federal Aviation Administration (FAA) has taken a major step toward the modernization of the air traffic control (ATC) system by awarding a \$207.1 million contract to produce, install and support the operational software for the FAA's new ATC automation systems. The contract, for three years and two additional one-year options, was awarded to the Computer Sciences Corporation (CSC) of Falls Church, VA.

"This is a significant step forward for us because CSC will be writing software for air traffic systems that are designed to deliver major benefits in safety, capacity and efficiency for system users," said Dr. George Donohue, FAA's associate administrator for research and acquisition. "With the contract we will be able to begin moving key programs from prototype to production."

The En Route Software Development and Support (ERSDS) contract, an expansion to the original ERSDS contract, contains greatly expanded requirements and responsibilities. Among its responsibilities under the contract, CSC will write operational software for:

- The Display System Replacement (DSR), the new air traffic control workstations;

- more-

- The Tower Control Computer Complex (TCCC), for air traffic control automation;
- The Departure Sequencing Prototype (DSP), a tracking and planning system for aircraft departures;
- The Center-Tracon Automation System (CTAS), a tracking and planning system for aircraft arrivals;
- Automated En Route ATC Automation (AERA), computer software that predicts potential midair collisions and provides tells controllers how to resolve them; and
- Enhancements to the Traffic Management System (ETMS), which does strategic planning and adjusts traffic flows at the nation's airports to compensate for local delay conditions.

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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, July 26, 1995

APA 90-95
Contact: Theresa L. Kraus
Tel: (202) 267-3854

1210
APA-4

D 950 001

FIRST COMPONENT OF OCEANIC DATA LINK SYSTEM BECOMES OPERATIONAL

The Federal Aviation Administration (FAA) has begun using a new enhanced oceanic sector workstation for air traffic controllers' operations at the agency's Oakland, Calif., air route traffic control center.

The workstation, called the telecommunications processor, represents the first phase of FAA's Oceanic Data Link (ODL) system. "That system will offer greater trans-oceanic capacity, improved efficiency and economy for airlines, and, most importantly, increased safety for passengers," said FAA Administrator David R. Hinson.

The new telecommunications workstation, which went into operation this week, provides controllers an improved capability to manage flight plan data, aircraft position reports, and flight service data. This advancement in the oceanic system replaces the existing Flight Data Input/Output (FDIO) subsystem, which dates back to 1960s technology. The new technology is less expensive to maintain and operate and increases the FAA's ability to improve oceanic air traffic control.

Each new workstation uses an IBM commercial off-the-shelf operating system and provides the capability to allow for further software enhancements. The telecommunications processor was initially installed for testing at the FAA Technical Center, located in Atlantic City, N.J. It is scheduled for fall 1995 installation at the New York air route traffic control center.

- more -

After single sector testing, this prototype ODL system will be expanded to multiple sectors at Oakland. This will enable controllers to refine further requirements for a production system that will be implemented as part of the FAA's Advanced Oceanic Automation System. The production system will provide the foundation for automatic dependent surveillance, data communications between U.S. and foreign centers, and ultimately, reduced separation standards over oceanic airspace.

The workstations are being developed along with an aircraft system designed by Boeing and Honeywell. That equipment, known as the Future Air Navigation System (FANS-1), is a new onboard computer communications avionics package. Through a computer display, the controller will "link on" to FANS-1 aircraft and exchange messages over a satellite network. The FANS system uses a two-way satellite connection to provide timely, accurate, and direct pilot-to-controller communications.

Rowena Mendez is the FAA's oceanic telecommunications processor controller workstation project manager. A graduate of the University of Puerto Rico's College of Engineering, she has been with the FAA since 1991.

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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](http://www.dot.gov/affairs/index.htm)*

U.S. Department
of Transportation

**Federal Aviation
Administration**

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FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Friday, July 28, 1995

APA 92-95

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**FAA ISSUES FINAL ENVIRONMENTAL IMPACT
STATEMENT FOR NEW JERSEY, SEEKS PUBLIC COMMENT**

The Federal Aviation Administration (FAA) today released the final Environmental Impact Statement (EIS) on the effects of the 1987 realignment of east coast aircraft routes on the state of New Jersey. The EIS identifies a plan that would reduce noise for 18,755 Union County residents who have expressed concern about increased noise levels since the realignment. The agency is seeking public comment on the document for the next 45 days.

The identified plan proposes to modify current procedures to incorporate a mitigation measure -- known as the Solberg Mitigation Proposal -- to reduce aircraft noise in the Scotch Plains and Fanwood areas of Union County New Jersey. The proposal would reduce noise for approximately 40 percent of the 45,600 residents who experienced higher noise levels when the Expanded East Coast Plan (EECP) was implemented in 1987. The FAA determined this plan to be the preferred alternative, based on operational and environmental considerations.

"We are now on the fast track to providing relief for many of the state's residents who were affected by the implementation of the EECP," said Barry Valentine, FAA's Assistant Administrator for Policy, Planning and International Aviation. "In keeping with the Clinton Administration's open communications policy, we have worked closely with the public in addressing this extremely complex issue."

The FAA analyzed several alternatives to the implementation of the EECP and studied three in detail: return to 1986 routes and procedures; nighttime only oceanic/military routing for Newark south flow departures; and spreading of Newark departures. The agency also analyzed two other routing proposals submitted by citizen groups -- one of which was modified to be called the Solberg Mitigation Proposal and the other the New Jersey Coalition Against Aircraft Noise Ocean Routing Proposal.

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The EECF was a comprehensive revision of the air route structure and air traffic procedures in 19 states and the District of Columbia to increase system efficiency and reduce aircraft delays at New York metropolitan airports, which include Newark, Kennedy, and LaGuardia.

In finalizing the Environment Impact Statement, the FAA carefully considered testimony from more than 1,200 federal, state, and local elected and appointed officials and citizens. Also considered were 2,800 comments received at the more than 30 public hearings and meetings during a comment period that exceeded 500 days in total. The agency extended the comment period on both the November 1992 draft EIS and the September 1994 supplemental draft EIS several times to accommodate requests by federal, state, and local officials, and the New Jersey Coalition Against Aircraft Noise.

Public comments will be accepted through September 11, 1995. They can be mailed or hand-delivered to Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket, AGC-10, Docket No. 28241, 800 Independence Avenue. S.W., Washington, D.C. 20591.

After reviewing all comments, the FAA expects to make a final decision by the end of October.

"After the final decision is made, the FAA intends to continue working with impacted communities to identify new strategies to mitigate aircraft noise as part of a follow-on regional study," said Valentine.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Sunday, July 30, 1995

APA-93-95

Contact: Marcia Adams

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FAA AND INDUSTRY PRODUCE SAFETY VIDEO FOR EXPERIMENTAL AIRCRAFT USERS

The Federal Aviation Administration (FAA) and the Experimental Aircraft Association (EAA) today released the "First Flight in Your Homebuilt" as an educational tool to raise safety awareness for experimental aircraft users.

The video, a joint venture produced by FAA and EAA, is being released as part of the EAA's annual Fly-In, the world's largest general aviation event. The video addresses questions regarding first flights in homebuilt or experimental aircraft. Statistics show that approximately one fifth of all accidents involving experimental aircraft occur during the initial flights.

FAA Administrator David R. Hinson said, "safety is a shared responsibility between FAA and industry. This video is an extension of our commitment to enhance safety."

The 24-minute video includes the following tips for experimental aircraft users:

- how to build an aircraft commensurate with the pilot's level of experience;

-more-

- how to determine the type of flying the pilot plans to do;
- how to determine the type of airfield that will be used;
- how to fly aircraft compatible with the pilot's proficiency and experience; and
- how to maintain and improve flying skills.

Copies of the video will be available at Oshkosh.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE
Monday, July 31, 1995

APA 95-95
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Media Advisory

The Federal Aviation Administration (FAA) will hold a news conference at 11:00 a.m. on Tuesday, August 1, 1995 in conference room 9ABC at FAA headquarters, 800 Independence Avenue S.W. At that time, Administrator David R. Hinson will discuss the condition of air traffic control (ATC) computers and the FAA's activities to address the recent upturn in outages at air route traffic control centers using IBM 9020E computers to provide ATC information to controllers' radar screens. Media representatives who are interested in this issue, but cannot attend, can call in on 1-800-226-6588 to listen to the news conference. Please call in 10-15 minutes prior to the scheduled event.