

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, June 1, 1995

APA 52-95

Contact: Bob Hawk

Tel.: 202, 267-3476

STATEMENT

**NATIONAL TRANSPORTATION SAFETY BOARD
MEETING ON AIR TOURS SPECIAL INVESTIGATION
THURSDAY, JUNE 1, 1995**

The Federal Aviation Administration (FAA) has reinforced its commitment to ensuring the safety of the nation's air tour industry. The FAA's statement was directed to a report released today by the National Transportation Safety Board (NTSB) containing recommendations affecting the industry.

Safety is the FAA's first priority and it will launch today an immediate review of the NTSB's report to determine appropriate additional FAA actions in response to its recommendations. The FAA pledged to continue its ongoing and extensive program focused on the safety of air tour operations.

FAA takes very seriously the board's recommendations and reports and will provide its responses in due course, possibly before the 90-day period within which its responses are to be provided.

Previously, the FAA has issued a series of special federal aviation regulations (SFARs) that establish stringent rules to enhance the safety of air tour operations. It has also augmented its inspection and surveillance activities. The FAA's programs have already significantly improved the safety of air tour operations in Hawaii and the Grand Canyon. In addition, the agency is working with the air tour industry in developing voluntary programs leading toward safety improvements.

FAA will continue to focus its attention on enhancing air tour industry safety and looks forward to working with the board, the industry and others in achieving additional safety improvements.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, June 5, 1995

APA 53-95

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EXPRESS ONE INTERNATIONAL HALTS OPERATIONS FOLLOWING FAA INSPECTION

Express One International, Inc., a Dallas-based cargo and passenger air carrier, voluntarily grounded its fleet of 39 aircraft at midnight Sunday following a Federal Aviation Administration (FAA) investigation which disclosed serious safety concerns.

The move came on the heels of an FAA National Aviation Safety Inspection Program audit of the airline, which disclosed systemic problems with systems that control and track the day-to-day airworthiness of the operator's fleet. FAA inspectors cited the operator's inability to show compliance with agency regulations, including verifying the airworthiness of various parts on at least 10 aircraft in the fleet.

Within days of the initial investigation, and based on FAA findings, the company voluntarily grounded 10 out of 13 aircraft inspected. Based on initial findings, a more in-depth investigation was launched by FAA, resulting in the carrier voluntarily grounding its entire fleet.

"While we recognize this action will inconvenience some passengers, safety of the traveling public is paramount," said William J. White, deputy director of FAA's Flight Standards Service.

Tom Stuckey, manager of the FAA's Southwest Region Flight Standards Division, said he and a team of FAA inspectors approached the airline Saturday night, telling it the FAA was prepared to suspend their certificate unless they voluntarily ceased operations and worked with the FAA to resolve safety concerns.

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In November 1992, Express One International was fined \$120,000 by the FAA to settle numerous enforcement actions dealing with the operation of unairworthy aircraft, failure to follow maintenance manuals, improper maintenance, failure to comply with airworthiness directives and failure to make record entries.

Express One International is a passenger and cargo domestic air carrier operating a fleet of 39 aircraft, comprised of Boeing 727s and DC-9s. Its business consists of passenger charters for tour operators and scheduled cargo service for Roadway Freight Company and the Post Office.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, June 5, 1995

APA-54-95

Contact: Marcia Adams

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FAA AND INDUSTRY HONOR SECURITY PERSONNEL AT AWARD CEREMONY

The Federal Aviation Administration (FAA), Airline Transport Association, and Regional Airline Association will recognize the diligent efforts of aviation security personnel at 2 p.m. today by presenting its first National Screener of the Year Award.

Lawrence J. Renzoni, the first recipient, is a checkpoint security supervisor for Argenbright Security at Dulles International Airport. Renzoni will be presented the award in the McCracken Room on the 10th floor of the FAA Headquarters building, 800 Independence, Avenue, S.W.

Nominated by United Airlines, Renzoni was chosen as the National Screener of the Year from an overall group of 90 nominees and 8 regional finalists.

"The award is a way to reward aviation security professionals, such as air carrier security screeners, checkpoint security supervisors, and screeners in charge for their contributions to aviation security," said Assistant Administrator for Civil Aviation Security Cathal L. Flynn.

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Aviation security professionals play a vital role in ensuring the safety of the public by screening carry-on baggage to detect deadly and dangerous weapons and other suspicious materials. They have the arduous task of annually screening 1.3 billion people, each carrying an average of one or two bags. Overall, they screen two billion bags per year.

Nominees for the award had to display specific and sustained superior performance in aviation security. Over the past four years, Renzoni's contributions to aviation security have included: reconfiguring checkpoints to enhance security; creating "test" objects to help screeners better detect potentially dangerous materials; working 16-hour shifts to adequately staff checkpoints during inclement weather; passing all screening evaluations with a score of 100; and detecting 105 actual weapons during his career in aviation security.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, June 5, 1995

APA 55-95

Contact: Jeffrey Thal

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FAA RELEASES TECHNICAL PANEL REPORT ON ROBINSON HELICOPTERS

The Federal Aviation Administration (FAA) today released a report that details past actions and additional recommendations designed to increase the level of safety for Robinson R22 and R44 helicopters. The recommendations include design changes; prohibitions on specific flying procedures; and additional research and flight testing.

The actions and plans are the result of an extensive nine-month review by a special FAA Technical Panel established by the agency's Rotorcraft Directorate at Fort Worth, Texas. The Technical Panel researched solutions to accidents in which the helicopter's main rotor blades made contact with the airframe, causing a loss of control and eventually the break-up of the aircraft.

The recommendations announced in the report are the latest in a series of steps begun by the FAA in July 1994 to resolve safety issues involving Robinson helicopters. The FAA has issued Airworthiness Information Letters to pilots, Airworthiness Directives (Ads) that set flight limitations, a Special Federal Aviation Regulation (SFAR), and convened a Flight Standardization Board (FSB) that defined training, checking, currency and pilot experience requirements; and initiated simulator and flight test and human factors research into rotor/airframe contact accidents.

"These are significant measures that are intended to reduce the potential for main rotor/airframe contact accidents in Robinson helicopters," said Elizabeth Yuest, deputy director of the FAA's Aircraft Certification Service. "We will continue to determine what further actions are necessary. For example, we plan to conduct a review of the Federal Aviation Regulations to ensure their adequacy for the certification of light helicopters."

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The Rotorcraft Directorate's Technical Panel, convened in July 1994, is comprised of specialists from the rotorcraft industry, academia, the Department of Defense, the FAA, and includes adjunct participation by members of the National Transportation Safety Board (NTSB).

Recommendations from the Technical Panel include:

- **potential design changes:** including an improved engine RPM control (governor) that will reduce the likelihood that the main rotor blades will stall in R22s; and an increase in the speed at which a horn will sound to warn pilots in R22s and R44s that rotor RPM is getting too slow. This warning is intended to give pilots more time to respond to a drop in main rotor RPM;
- **new operating limitations:** including publishing an Airworthiness Directive that prohibits the performance of low-gravity maneuvers during training and requires operators to place a sign in the aircraft stating the prohibition; and prohibiting flight with the RPM governor turned off except in the event of a governor failure or training for engine or governor failures;
- **continued research, flight testing and simulation:** including determining the minimum rotor stall RPM speed, the relationship between rotor/airframe contact and movements of the cyclic (flight control) stick, and the effects of airspeed, air density and turbulence on these types of accidents; discovering other potential causes of rotor/airframe contact accidents; and simulator and flight testing to analyze the effects these recommendations are likely to have on the future safety performance of Robinson helicopters.

The actions announced in the Technical Panel report and those taken over the past year are consistent with the NTSB recommendations of July 1994 and January 1995 with regard to their investigations of accidents involving the in-flight breakup of Robinson helicopters. In addition, they address safety concerns the FAA has identified in its own research and flight testing. The FAA is working closely with operators, the manufacturer and other safety organizations to successfully resolve the safety issues involved with these aircraft. The next step is for the FAA to determine the appropriate action in response to each recommendation contained in the Technical Panel report.

Copies of the Technical Panel's report are available from the FAA upon request.



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, June 7, 1995

FAA 24-95
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NEW YORK LEGAL/AVIATION ADVISOR
NAMED FAA CHIEF COUNSEL

Secretary of Transportation Federico Peña today announced the appointment of Nicholas G. Garaufis, a New York attorney, as chief counsel for the Federal Aviation Administration (FAA).

A member of the New York Area Aircraft Noise Mitigation Committee since 1992, Garaufis currently serves as counsel for Claire Shulman, president of the borough of Queens of New York City, where his duties include serving as legal advisor, director of intergovernmental relations and aviation advisor for Shulman. He has held this position since 1986.

In his new post as FAA Chief Counsel, Garaufis will be the top legal advisor to the FAA Administrator. Garaufis will replace Mark Gerchick, who left the agency on March 13 to become Deputy Assistant Secretary of Transportation for Aviation and International Affairs. Deputy Chief Counsel John Cassady has been serving as Acting FAA Chief Counsel since Gerchick's departure.

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In addition to his 1992 appointment by then New York Gov. Mario Cuomo to serve on the Mitigation Committee, which advises the FAA and Congress on measures to alleviate aircraft noise pollution in the New York region, Garaufis is also chair of the New York City Working Group on Aviation Disaster Preparedness. The working group was convened in April 1990 by the mayor of New York and the Queens borough president to review the status of emergency planning for aircraft crashes on-airport, off-airport and offshore. Garaufis has been a member of the Wings Club since 1990.

"I am excited that Nick will be joining us in addressing the myriad issues facing the nation's air transportation system," Secretary Peña said. "His legal expertise will prove immensely helpful to us in our efforts to enhance air safety."

Garaufis began practicing law in 1974 as an associate with New York-based Chadbourne, Parke, Whiteside & Wolff. In 1975 he joined the Department of Law for the state of New York as an Assistant Attorney General in the Litigation Bureau. Garaufis has served as pro bono counsel for U.S. Rep. Gary L. Ackerman, D-N.Y., since 1979, and from 1983 to 1985 served as counsel for U.S. Rep. James H. Scheuer, D-N.Y.

Garaufis received his law degree in 1974 from Columbia University School of Law, where he was co-founder and managing editor of the Columbia Journal of Environmental Law. He received a Bachelor of Arts degree in 1969 from Columbia College, where he served as business manager of the Columbia Daily Spectator. Garaufis is currently serving on the Association of the Bar of the City of New York's Committee to Encourage Judicial Service and the Council on Public Service.

Garaufis currently lives in Bayside, N.Y. with his wife, Eleanor Prescott and their two sons.

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

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, June 8, 1995

APA 56-95

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FAA OFFERS CHILD SAFETY TIPS TO FAMILIES

The Federal Aviation Administration (FAA) today offered safety recommendations for parents and other adults who travel by air with children. The agency also announced a proposed regulation that would ban some types of child restraint systems on aircraft, because tests have shown that they do not provide adequate protection for infants and toddlers.

FAA Deputy Administrator Linda Hall Daschle said that recent debates over FAA regulations, airline policies and the effectiveness of various child restraint systems (CRS) have left some families confused about the best way to protect young children aboard aircraft. She said the agency's recommendations give parents clear guidelines for air travel with children.

"We want to get children off the laps and into the straps," Daschle said. "Aviation is absolutely the safest way for families to travel, and the FAA's goal is to enhance air safety for children by educating families and promoting the use of effective child restraint systems that are approved for aircraft."

Daschle said the FAA tested several types of child restraints at the Civil Aeromedical Institute (CAMI) in Oklahoma City. The following FAA child safety recommendations for air travel are based on those test results:

- children under 20 pounds should be restrained in a rear-facing child safety seat that is approved for use on aircraft;
- children weighing 20-40 pounds should use an approved forward-facing safety seat (there are still some performance problems with forward-facing seats -- and the FAA is working with manufacturers and other federal agencies to address those problems -- but they are currently the best and safest alternative available for children in this weight range);
- children over 40 pounds should use the standard lap belt that is attached to all airline seats.

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As a result of the CAMI research, the FAA today issued a Notice of Proposed Rulemaking (NPRM), proposing to ban the use of booster seats, and harness and vest restraints on aircraft. Daschle said the research showed that those devices do not provide adequate protection for young children aboard aircraft.

A companion NPRM was announced by the National Highway Traffic Safety Administration (NHTSA), which is responsible for developing design standards used by manufacturers of child restraint systems and for approving them for both automobile and aviation use. NHTSA's proposal would complement the FAA rule by requiring manufacturers to label booster seats and harness restraint systems as "not certified" for use in aircraft.

Daschle said the FAA strongly recommends that all children who fly, regardless of their age, be protected by an approved child restraint system that is appropriate to the child's size and weight. Current airline policies do not require parents to purchase a separate seat for a child under 2 years old. Children who are 2 years old or older are required by the airlines to have their own seats and may use the standard lap belt like any other passenger.

Daschle said that new research by the FAA -- released today as part of the agency's Report to Congress on Child Restraint Systems -- has led the agency to reconfirm its decision not to propose a federal regulation that would require parents to use child restraint systems on aircraft for children under 2. She said updated economic studies still indicate that a mandated rule would kill more children than it would save, by increasing the cost of air travel and forcing families to choose less expensive -- but far less safe -- travel alternatives.

Daschle pointed to several non-regulatory actions the FAA is taking to improve the safety of children who travel by air. For example, Secretary of Transportation Federico Peña has asked airlines to develop individual strategies and incentives that will encourage families with young children to use approved child restraints when they are traveling by air. The FAA is also developing a nationwide public education campaign to promote the use of child restraint systems and to advocate programs that help the agency achieve its goal of protecting children who fly.

"On this issue, we need to educate, not regulate," Daschle said. "The economic studies show that a mandated rule would cost families nearly \$1 billion over the next 10 years, an average of more than \$200 per trip. Faced with that, many families will be forced to make choices for the sake of economy that will put their children at much greater risk. We believe that by working cooperatively with families and the airline industry, we can help lower the cost of air travel for families and lower the risks to children."

(more)

Daschle reminded parents to always use a child restraint system when driving to and from the airport. Many child restraint systems that are not appropriate for aviation use do a good job of protecting children in automobiles, including some seats that the FAA is proposing to ban for use on aircraft. Although such seats should not be used while a child is aboard an airplane, parents should check the seat with their other baggage and use it only when they are traveling by car. Daschle also cautioned parents to check the width of child safety seats they are planning to use on an airplane. Safety seats wider than 16 inches are unlikely to fit properly into the frame of most aircraft seats, even if the arm rests are moved out of the way.

For a complete list of FAA safety recommendations for air travel with children, please call the agency's consumer information hotline at 1-800-322-7873 (1-800-FAA-SURE).

Online access is available through two services: NTIS FedWorld and CompuServe. Access NTIS FedWorld by dialing 703-321-3339. The filename is CHILDTIP.TXT, in the FAA data library. FedWorld may also be accessed through:

- INTERNET: <ftp.fedworld.gov>;
- TELNET: <Fedworld.gov>;
- World Wide Web: www.fedworld.gov.

Members of CompuServe may download from the Library 13 (Airlines) of the TRAVEL FORUM (GO TRAVEL) or Library 15 (FAA) of the AVSIG FORUM (GO AVSIG). The filename is CHILDTIP.TXT in both locations.

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NOTE TO EDITORS:

Booster seats elevate children without providing a side or back protective shell; there are no integral belts to help restrain the child.

Vest and torso harness restraints are made of cloth webbing; they do not attach to any type of rigid shell or platform.

OTHER ACTIONS THE FAA IS TAKING TO ENSURE CHILD SAFETY

Child safety, and the use of child safety seats, is a high priority for the Clinton Administration, the Department of Transportation and the Federal Aviation Administration. The FAA currently is engaged in several programs to improve the safety of children who travel by air:

- The FAA is developing a nationwide public education campaign to promote the use of child restraint systems (CRS) and to advocate programs that help the agency achieve its safety goals.
- The Secretary of Transportation and the FAA have asked the airlines to develop individual strategies and incentives that will encourage families with young children to use child safety seats when they are traveling by air.
- The FAA and the National Highway Traffic Safety Administration (NHTSA) are working aggressively to revise Federal Motor Vehicle Safety Standard (FMVSS) 213 and to develop new aircraft specific standards for CRS design and certification. NHTSA, in cooperation with the FAA, is now testing child restraint systems on both automobile and aircraft seats, and the two agencies are working to develop an intermodal CRS that will provide the highest level of safety in both automobiles and aircraft.
- The FAA is working closely with several designers and manufacturers who are working on child restraint systems specifically for use on aircraft. The FAA also is exploring the feasibility of developing an integral CRS, which would be built into airline seats.
- In the past, child seat manufacturers and designers have not had the information and testing standards necessary to build child restraint systems that will perform well in aircraft. An ongoing FAA research program at the Civil Aeromedical Institute (CAMI) -- to test CRS effectiveness -- is a first step in developing and providing this information. Among other research efforts, the agency is working to improve the performance of forward-facing child safety seats -- by looking at alternatives for installation, possible changes in airline seat padding, etc. -- as an interim solution until an aircraft specific CRS can be developed.

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Tips for Parents Using Child Restraints on Aircraft

Proper use of an approved child restraint system (CRS) on an aircraft enhances child safety in the event of an accident. A CRS also provides protection for a child during turbulence. The FAA strongly recommends that all children who fly, regardless of their age, use the appropriate restraint based on their size and weight.

Before you fly

- Check with the airline to find their busiest days and times. By avoiding these times you are more likely to be on a flight with an empty seat next to a parent. In many cases, airlines will allow you to seat your child under 2 years of age in a child restraint in the empty seat without having to pay the airline fare for the child. Ask your airline for its policy regarding an empty seat.

Ask the airline if they offer a discounted fare for a child traveling in a CRS. If you buy a ticket (discounted or full fare) for your child, you are guaranteed that they will have a seat, and that you will be able to use the CRS.

- If you purchase a ticket for your child, reserve adjoining seats. A CRS should be placed in a window seat so it will not block the escape path in an emergency. A CRS may not be placed in an exit row.
- Check the width of your CRS. While airline seats vary in width, a CRS no wider than 16" should fit in most coach seats. A CRS wider than 16" is unlikely to fit. Even if the armrests are moved out of the way, a wide CRS will not fit properly into the frame of the aircraft seat.
- If you need to change planes to make a connecting flight, it can be very challenging to carry a CRS, a child, and other items through a busy airport. Most airlines will help parents make the connection. Request that the airline arrange for assistance in your connecting city.

Choosing the correct CRS

Always follow the manufacturer's instructions regarding use of the CRS. Do not place a child in a CRS designed for a smaller child. Be sure that any shoulder straps in the CRS come out of the CRS seat back above the child's shoulders. Tighten the aircraft seat belt around the CRS as tightly as possible.

- Under 20 pounds - use a rear facing child restraint.
- From 20 to 40 pounds - use a forward facing child restraint. Although the safety technology of forward facing carriers in aircraft is still developing, current devices offer dramatic improvements in protection compared to lap held and/or unrestrained children.
- Over 40 pounds - A child over 40 pounds may safely use an aircraft seat belt and does not require a CRS.

Reminder

Use an approved CRS when traveling to and from the airport by automobile. Booster seats and harness vests do not provide adequate protection in an aircraft, but they do enhance safety in automobiles. Many airlines do not allow the use of booster seats on their flights. These devices may be checked as baggage. In the United States, supplemental lap restraints, "belly belts," are banned from use in automobiles and aircraft.

For more information, call:

1-800-FAA-SURE (1-800-322-7873)

Online access is available through:

NTIS FedWorld by dialing 703-321-3339. The filename is CHILD.TIP.TXT, in the FAA data library. Additional FedWorld access through: INTERNET: <ftp.fedworld.gov>; TELNET: <Fedworld.gov>; World Wide Web: www.fedworld.gov. Members of CompuServe may download from Library 13 (Airlines) of the TRAVEL FORUM (GO TRAVEL) or Library 15 (FAA) of the AVSIG FORUM (GO AVSIG). The filename is CHILD.TXT in both locations.

FAA News

Washington, D.C.



MEDIA ADVISORY
Monday, June 12, 1995

APA 58-95
Contact: Marcia Adams
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MEDIA BRIEFING SCHEDULED FOR JUNE 13

WASHINGTON -- The Federal Aviation Administration will hold its monthly media briefing -- limited to working press only -- on Tuesday, June 13, from 10:30 a.m. - 11:30 a.m., in conference room 9ABC.

The topics of discussion will include:

- the agency's newly issued human factors report;
- the first operational Voice Switching and Control System in Seattle;
- Flight Standards status report on internal evaluation of safety programs;
- announcement on the agency's latest foreign assessment program.

All media are invited, but due to the informal nature of the briefing, no cameras please. Please contact Marcia Adams if you plan to attend.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, June 12, 1995

APA 59-95

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HINSON CALLS FOR QUICK ACTION TO AVOID CAPACITY CRUNCH

FAA Administrator David R. Hinson today challenged the international aviation community to act quickly and decisively before the rapidly increasing demand for aviation services overwhelms the world's airports and air traffic control systems.

"By the year 2000, worldwide air traffic is expected to be nearly double today's levels. That means hundreds of thousands more flights per year and hundreds of millions more passengers," Hinson said at the Paris Air Show. "We have to step up our efforts to increase capacity. Our ultimate goal must be to create a seamless worldwide airspace system able to handle that volume of air traffic."

Hinson stressed that increasing capacity is not just a U.S. problem. He cited International Civil Aviation Organization (ICAO) forecasts that aircraft movements between the United States and Europe could rise an average 4.6 percent per year with a 5.5 percent annual increase in passengers.

Airports face a similar problem, Hinson said. Four European airports--Heathrow (London), Frankfurt and Charles deGaulle and Orly (Paris)--are among the world's busiest. Hinson acknowledged that several new airports and improvements to others are planned, but said he believes "pouring new concrete" is not the total solution.

"We need ultra-reliable air traffic control systems that can move an ever-increasing number of passengers and aircraft safely to their destination," said Hinson.

Hinson emphasized that international cooperation is the key to meeting the challenge of removing barriers to air travel between nations and handling worldwide aviation growth. He pointed out areas such as aviation safety, satellite navigation enhancements and harmonization of standards where the United States and the FAA are working closely with other nations.

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"We want to be true partners in advancing aviation," Hinson said. "We will lead, but not dominate. We will advocate, but not demand."

Hinson explained some of the technologies that the United States is using to develop a revolutionary air traffic control system that will be able to handle 21st century traffic demands.

A critical element is satellite navigation using the Global Positioning System (GPS), Hinson said. He noted that, in March, President Bill Clinton reaffirmed the U. S. offer to provide GPS signals to the world aviation community free of charge.

"When the last Paris Air Show took place two years ago, satellite navigation for civil aviation was in its infancy. Today, it is being embraced worldwide," Hinson said.

Hinson said other two other technologies are vital to effective air traffic control. "Data link" electronically transmits error-free flight and weather information from the ground to the cockpit. Advanced automation tools such as Doppler weather radar, airport movement area surveillance systems and automated scheduling software can help reduce separation distances and weather delays.

The ultimate goal, Hinson said, is a worldwide system based on the "free flight" concept. Free flight would let pilots--whenever practical-- choose their own routes and file and follow the most efficient and economical flight plan.

But Hinson said achieving free flight demands more than new technology. It requires common--or at least compatible--standards for all the critical parts of current national and regional airspace systems. He cited FAA's efforts to harmonize certification standards with Europe's Joint Aviation Authorities (JAA) and the agency's collaboration with regional groups on safety regulations.

"Our philosophy is that in today's global aviation system, the problems of one nation can easily become the problems of many. Individual countries cannot, and should not, work out their difficulties in a vacuum," said Hinson. "Conversely, one nation's expertise and technological advances can -- and should -- be widely spread to benefit the world aviation community."

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, June 12, 1995

APA 60-95

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FAA AUTOMATION CONTRACT AWARD DEMONSTRATES NEW STREAMLINED CONTRACTING PROCESS

The Federal Aviation Administration (FAA) today announced the successful completion of a contract award process that sets a new standard in developing, evaluating and awarding federal contracts. The 7-year, \$231 million contract for technical assistance in the development of the next generation of air traffic automation systems was awarded to TRW Government Services, Inc., of McLean, Virginia, using a streamlined procurement process that allowed the FAA to reduce by half the time normally required for acquisitions of comparable size.

"Efficient, cost-effective procurement is both good government *and* good business," said Dr. George Donohue, FAA's associate administrator for Research and Acquisitions. "Making video recordings of contractors' oral proposals and employing other innovative procurement techniques saved the FAA more than 500 staff days and paved the way for us to work even smarter in the future."

Under the technical assistance contract, TRW will provide up to 4.5 million hours of engineering and related services to help the FAA deliver the next generation of air traffic control (ATC) automation. They will provide engineering, program management and other technical support to help the FAA monitor production contracts for the ATC systems of the future.

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TRW's responsibilities include independent hardware and software test monitoring; quality assurance; site surveys; human factors application; and ensuring that all the FAA's requirements are met in the development of advanced en route, terminal, tower, traffic management, and oceanic ATC; communications; and maintenance systems that will control U.S. air traffic in the next century.

Donohue said that this contract is important for the FAA for two reasons. First, it demonstrates the success of streamlined procurement processes, which will help the FAA increase its efficiency. Second, it provides critical resources that the FAA can no longer provide but still needs to maintain its high standard of aviation safety. He said that severe staff and budget cutbacks at the FAA over the past few years, combined with austere federal budget proposals, make it more and more necessary to contract for many essential services that FAA employees used to perform.

"Because of budget constraints and staffing cutbacks, the FAA no longer has the in-house resources to perform the high-level engineering that will take the air traffic control system into the 21st century," Donohue said. "TRW has the technical expertise we need to ensure that developers of the next generation of ATC systems will meet our requirements for quality performance -- on time and on budget."

The acquisition process, a pilot program of the FAA and the Office of Federal Procurement Policy, included evaluating potential bidders prior to issuing the request for proposals (RFP) to determine their ability to successfully complete the terms of the contract, and conducting one-on-one interviews with those who qualified, to fine-tune the RFP prior to its being issued. Also, the RFP was posted electronically on the Internet, another first for FAA acquisitions.

The program to award this contract has been so successful and efficient that numerous government agencies are looking closely at the process to incorporate it into their acquisition procedures. In addition, Sadie Walthers, an FAA senior attorney for procurements and the program manager for this procurement, will receive a General Services Administration Best Government Communicator award in a ceremony tomorrow.

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U.S. Department
of Transportation

**Federal Aviation
Administration**

News:

Office of Public Affairs
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FOR IMMEDIATE RELEASE

Tuesday, June 13, 1995
#95-18

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FAA AND NATIONAL WEATHER SERVICE SIGN VOLCANIC ASH DETECTION AGREEMENT

The Federal Aviation Administration (FAA) and the National Weather Service today signed an agreement establishing a cooperative research program to improve methods to detect volcanic ash, a potential hazard to aircraft.

"Numerous active volcanoes along the North Pacific Rim are capable of eruption at any time," said Robert Lewis, FAA Alaskan Region executive manager. "Airborne ash clouds often cannot be distinguished from meteorological (water) clouds when observed by conventional means. The FAA and National Weather Service will use new technologies to determine how aircraft can be rerouted to avoid volcanic clouds."

"The agreement is part of continuing cooperation and interaction with the FAA in providing timely and accurate warnings and advisories to insure the safety of the aviation community," added Richard Hutcheon, Alaska regional director for the National Weather Service.

Later this summer, NASA will launch an earth Probe satellite, carrying a total mapping spectrometer sensor. The sensor will provide a data base to monitor and track airborne volcanic hazards, and to improve aircraft cruise altitude wind forecasts. The FAA and the National Weather Service will use the data to upgrade volcanic ash cloud hazards detection and tracking systems. They also will process and display their data throughout the Alaska region.

The agreement calls for the FAA to provide initial funding and support for the project. The National Weather Service's Alaska Region will handle the daily operation of the ground station.

Lewis, Hutcheon and Louis Pelish, metrics manager of the FAA's Oceanic and Offshore Integrated Products Team, signed the agreement.

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FACT SHEET: VOLCANIC ASH DETECTION AGREEMENT

- In recent years, many volcanic eruptions throughout the world have caused significant aviation disruptions. Since airborne ash clouds are often indistinguishable from meteorological (water) clouds when observed by conventional means, airborne volcanic ash presents a potentially dangerous hazard to aircraft.
- For example, in December 1988, a KLM 747 in Anchorage, Alaska airspace encountered an unreported volcanic ash cloud at cruise altitude. The cloud caused all four engines to flame out. The engines could not be restarted until the aircraft lost approximately 25,000 feet of altitude. Estimates of damage to the aircraft ranged as high as \$80 million.
- Also, the September 17, 1992, eruption of Mt. Spurr in Alaska was not considered a major eruption by volcanologists, but the subsequent "old ash" drifted over Ohio and Pennsylvania, causing a significant number of aircraft to be diverted from this high volume air traffic area to avoid the cloud.
- Later this summer, NASA will launch an Earth Probe satellite, carrying a Total Mapping Spectrometer (TOMS) sensor.
- FAA and NASA have a memorandum of agreement in place to provide real-time TOMS data on the Earth Probe beacon in Alaska.
- TOMS provides direct identification of ash clouds.
- TOMS also measures rapid changes in ozone concentration, providing estimates of wind speed and directions. Flight level winds data over oceanic areas are sparse. Such data are critical for determining direction and speed of an ash cloud and for providing information to minimize flight diversion on long transoceanic flights.
- Since 1991, the National Weather Service's Alaska Region has operated a satellite downlink and processing system called the High Resolution Image Processor (HIPS). HIPS is currently capable of processing, distributing and displaying certain environmental and meteorological information from a variety of orbiting satellites.

- HIPS is being upgraded to allow for the processing and integration of TOMS data, creating the ability to analyze and distribute that information to pilots in real time.
- The objective of the June 13, 1995, agreement between the FAA and the National Weather Service is to establish a real-time processing system in the Alaskan Region. The FAA will provide initial funding and support for the system. The National Weather Service will operate the station and disseminate data products to the FAA and other interested groups.

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Washington, D.C.

FOR IMMEDIATE RELEASE

Tuesday, June 13, 1995

APA 62-95

Contact: Jeffrey Thal

Telephone: (202) 267-7344

**FAA INITIATES PLAN TO CONDUCT
AND APPLY HUMAN FACTORS RESEARCH**

The Federal Aviation Administration (FAA) today announced a comprehensive initiative to conduct and apply human factors research to the National Airspace System. The plan, a joint effort of the FAA, the Department of Defense (DoD) and the National Aeronautics and Space Administration (NASA), represents a comprehensive national commitment to making the system safer and less complicated for the people who use it.

"The human element is the most important element in aviation safety," said FAA Administrator David R. Hinson. "Despite the aerospace industry's success at developing ever more sophisticated and reliable technology, the proportion of human error-related accidents remain between 60 and 80 percent. The challenge before us is to ensure the right designs, that the designs are correctly implemented, and that the users are properly trained. This plan is a significant step in that direction."

The action plan, titled The National Plan for Civil Aviation Human Factors, addresses an objective of the White House's National Science and Technology Council. It outlines a coordinated national agenda to address one of the principal goals of the FAA's Strategic Plan: to eliminate accidents and incidents caused by human error. The plan is a part of the effort to reach the goal set forth at the Department of Transportation's industry-wide Safety Conference last January: to eliminate aviation accidents.

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FOR IMMEDIATE RELEASE

Tuesday, June 13, 1995

APA 62-95

Contact: Jeffrey Thal

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“NASA is proud to work with the FAA and the Department of Defense in an effort to improve safety in commercial aviation,” said NASA Administrator Daniel Goldin. “Aviation incidents reported voluntarily and confidentially by pilots, air traffic controllers and others are combined to form the world’s most comprehensive aviation human factors database,” he added. Since 1976, NASA has managed the Aviation Safety Reporting System for the FAA.

In addition to bringing research results to the operational community, the initiative has three principal goals: identifying operational needs and problems involving human performance; guiding research programs to address the human element; and eliciting the participation of the nation’s top scientists and aviation professionals in government, industry and universities. It provides for the sharing of research results among the participating government agencies and the private sector to increase the speed and efficiency by which new concepts in human performance can be tested, validated and incorporated into the national aviation system.

“We are pleased to have had the opportunity to work with the FAA to develop the Plan,” said Anita Jones, DoD’s Director of Research and Development. “The plan includes technology from the strong human factors program driven by military needs. We believe that both the action plan and the desire to produce it reflect the critical role people play in aviation safety and set the stage for continuing cooperation between our agencies.”

In addition to FAA, DoD, and NASA, the plan was accomplished in partnership with the aviation industry and the academic community.

Copies of the human factors research action plan are available from the FAA Office of Public Affairs.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, June 13, 1995

APA 57-95

Contact: Curtis Austin

Phone: (202) 267-3479

FAA'S ANTHONY BRODERICK RECEIVES AEROSPACE PERSONALITY OF THE YEAR AWARD

Anthony J. Broderick, a private pilot and physicist who joined the government 24 years ago and rose through the ranks to become the Federal Aviation's Administration's (FAA) Associate Administrator for Regulation and Certification, has been chosen Aerospace Personality of the Year 1995 -- an international aviation honor. The award is given by Flight International.

The award, which was presented to Broderick during the Paris Air Show as part of the Flight International Aerospace Industry Awards '95, is granted by the judges to the person whom they believe has made the most memorable personal contribution to the aviation industry.

In presenting Broderick with the award, the judges said: "Few individuals in aviation can claim to have had such a direct personal influence on the direction of the world industry. Over the past 17 years, he [Broderick] has stamped his mark on air safety."

FAA Administrator David R. Hinson said today, "I am delighted that a group of Tony's peers has recognized the exemplary work he does for the FAA. One of the reasons we remain confident the FAA and the aviation community will reach its shared goal of zero accidents is because of the skill, dedication and tireless efforts of people such as Tony Broderick," Hinson said. "I join the industry in saluting Tony for a job well done."

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This year's awards drew nearly 150 entries from airlines, aerospace manufacturers and aviation organizations throughout the world. In all, the awards competition attracted entries from more than 15 countries, including the United States, Great Britain, France, Israel, China, the Czech Republic, Romania, South Africa, and Ukraine.

The five-judge panel reflects a mix of aviation expertise from across the world: Bill Bedford, British Aerospace's famous test pilot; Jacques Bénichou, former chairman of Snecma; Alexander Dondukov, general designer at Yakovlev; Stuart Matthews, president of the Flight Safety Foundation; and John Ward, who is now chairman of the Australian Air Academy after a stint as chief executive at Qantas Airways. The panel, chaired by Flight International Editor Allan Winn, met in London during April to select the winners.

Broderick was cited by the judges for "making tough and occasionally controversial decisions in the interest of raising safety standards." The judges said Broderick "took the lead in identifying safety shortfalls among carriers from less developed nations and winning support from the International Civil Aviation Organization and the European Joint Aviation Authorities." The judges also praised his efforts in overseeing new aircraft certification arrangements between the U.S. and the former communist countries and the between the U.S. and Europe.

Broderick was named Associate Administrator for Regulation and Certification for the FAA in July 1988. As head of the agency's regulation and certification complex, he is principally responsible for the certification, production approval, and continued worthiness of aircraft, the certification of pilots, mechanics, and others in safety-related positions. He also is tasked with overseeing the certification of all operational and maintenance enterprises in domestic civil aviation; the development of regulations; civil flight operations; and the certification and safety oversight of approximately 7,300 U.S. commercial airlines and air operators. Regulation and Certification has a work force of 4,600 employees located in the Washington, D.C. headquarters, nine regional offices and over 125 field offices worldwide.

Prior to his appointment, Broderick spent three years as Associate Administrator for Aviation Standards. Before that, he served for three years as Deputy Associate Administrator for Aviation Standards.

Broderick joined the government in 1971 as a physicist at the Department of Transportation's Transportation Systems Center in Cambridge, Mass., where he was an internationally recognized expert on the complex problems of upper atmospheric ozone reduction. He moved to the FAA in 1976 as Chief of the High Altitude Pollution Program Staff in the Office of Environment and Energy. Broderick is a 1964 graduate of St. Bonaventure University.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, June 13, 1995

APA 61-95

Contact: Bob Hawk

Tel.: 202, 267-3476

FAA REPORTS INCREASE BY INDUSTRY IN ESTABLISHING INTERNAL SAFETY PLANS

The Federal Aviation Administration (FAA) today reported significant increases in the number of new internal safety evaluation programs (IEPs) and safety officer (S/O) positions created voluntarily by industry, since the unprecedented national aviation safety summit convened last January.

The IEPs are industry-created, self-audits that enable holders of FAA certificates to continually monitor and ensure safe operations and compliance with Federal Aviation Regulations (FARs). The safety officer positions facilitate the monitoring process, while also promoting internal safety programs.

On January 9-10, 1995, when the summit was held, there were 46 IEPs in existence, created over a five-year period going back to the March 1990 establishment of the program, according to Thomas C. Accardi, Director of FAA's Flight Standards Service. However, with renewed emphasis and attention on the need for enhancing air safety created at the summit, he said the number of voluntarily-created IEPs jumped to 66 by June 9 -- a 45 percent increase in only five months. Mr. Accardi also noted that 67 additional companies have committed to develop IEPs.

At a FAA media briefing today, Greg Michael, Acting Manager of FAA's Flight Standards Service National Field Office, also reported that the number of industry-created safety officer positions increased 30 percent in only a four-month period -- from 60 on February 9 to 78 by June 9. He said that in the same four-month period, the number of companies committed to creating S/Os jumped from three to 55, a significant increase.

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"The industry's voluntary attention to safety enhancements is particularly encouraging, in light of the summit's goal of achieving safety gains in a shared partnership approach involving government, labor and industry," said Mr. Michael. "Clearly, the voluntary adoption by industry of new and improved internal safety practices is directly responsive to the FAA's 'Zero Accidents' initiative.

Mr. Michael said that industry's establishment of IEPs and S/O positions is a vital component in the campaign to enhance safety and achieve a goal of "zero accidents" in aviation. He noted that the IEPs do not replace existing regulatory auditing requirements, such as continuing analysis and surveillance by FAA's Flight Standards District Offices (FSDOs). But, he said, the IEPs and S/Os will raise internal awareness of, and involvement in, safety action programs by all elements within a company's organizational structure.

FAA is encouraging creation of IEPs and S/O positions in through advisory circulars and guidance in designing and maintaining IEPs, as well as FAA-sponsored training seminars.

The January 9 aviation safety summit was a key component of Transportation Secretary Federico Peña's program to examine and enhance aviation safety. Administrator Hinson's "Zero Accidents" program reflects the summit's underlying theme that aviation safety is a shared responsibility requiring joint efforts by government, labor and industry. To implement the initiative, Hinson produced an Aviation Safety Action Plan that set forth 173 actions to be accomplished, including an aggressive timeline for their completion.

Today's report on voluntary industry safety actions is one of a series of reports to the public on the aviation industry's progress in reaching the "Zero Accidents" goal.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, June 13, 1995

APA 62-95

Contact: Jeffrey Thal

Telephone: (202) 267-7344

FAA INITIATES PLAN TO CONDUCT AND APPLY HUMAN FACTORS RESEARCH

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"NASA is proud to work with the FAA and the Department of Defense in an effort to improve safety in commercial aviation," said NASA Administrator Daniel Goldin. "Aviation incidents reported voluntarily and confidentially by pilots, air traffic controllers and others are combined to form the world's most comprehensive aviation human factors database," he added. Since 1976, NASA has managed the Aviation Safety Reporting System for the FAA.

In addition to bringing research results to the operational community, the initiative has three principal goals: identifying operational needs and problems involving human performance; guiding research programs to address the human element; and eliciting the participation of the nation's top scientists and aviation professionals in government, industry and universities. It provides for the sharing of research results among the participating government agencies and the private sector to increase the speed and efficiency by which new concepts in human performance can be tested, validated and incorporated into the national aviation system.

"We are pleased to have had the opportunity to work with the FAA to develop the Plan," said Anita Jones, DoD's Director of Research and Development. "The plan includes technology from the strong human factors program driven by military needs. We believe that both the action plan and the desire to produce it reflect the critical role people play in aviation safety and set the stage for continuing cooperation between our agencies."

In addition to FAA, DoD, and NASA, the plan was accomplished in partnership with the aviation industry and the academic community.

Copies of the human factors research action plan are available from the FAA Office of Public Affairs.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, June 13, 1995

APA 63-95

Contact: Jeffrey Thal

Tele.: (202) 267-7344

ADVANCED COMMUNICATION SYSTEM FOR AIR TRAFFIC CONTROL BECOMES OPERATIONAL

The Federal Aviation Administration (FAA) announced that the Voice Switching and Control System (VSCS) has passed its initial tests, and that the first systems became operational at the Seattle Air Route Traffic Control Center (ARTCC) on June 12 and at the Salt Lake City ARTCC on June 13. FAA Administrator David R. Hinson will preside over the commissioning of the Seattle VSCS in a ceremony on June 30. A total of 21 VSCS systems will be commissioned at the ATC centers over the next 18 months.

The VSCS, which replaces 1950's technology using electro-mechanical and vacuum tube switches, is an automated communications switch that allows pilots and controllers to communicate much more rapidly, clearly and accurately using modern digital equipment, and will provide greater capacity and capabilities than the current system.

"This new technology will enable the FAA to meet the increasing demands of air traffic well into the 21st century," said Peter Challan, the FAA's VSCS program manager. "VSCS is the most thoroughly-tested system in FAA's history. It provides high-speed message transfer with clear, fast and precise communications essential to maintaining the world's safest and busiest air traffic control system."

VSCS, which incorporates state-of-the-art fiber optics and virtually eliminates communications delays, allows each of the nation's en route centers to configure its communications assets to meet specific needs. It allows controllers to adjust their communications system to meet the changing conditions of traffic volume, weather conditions and controller workload.

VSCS was developed and is being installed by the Harris Corp., of Melbourne, Fla.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, June 13, 1995

APA 64-95

Contact: Alison Duquette

Tele: (202) 267-8521

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: South Africa, Uzbekistan, and Nauru (South Pacific), all rated as acceptable under international safety standards. Kiribati (South Pacific) 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.

"It is important to bear in mind that the focus of the FAA's foreign assessment program is on countries, not individual air carriers from that country. And these countries are assessed for their adherence to ICAO's international standards, not FAA regulations," said FAA Deputy Administrator Linda Hall Daschle. ICAO is the International Civil Aviation Organization.

"We want the public to travel with confidence," said Daschle. "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.

Travelers may call 1-800-FAA-SURE (1-800-322-7873) to obtain a 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 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; and 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 I, 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 if it lacks appropriately trained inspector personnel required by ICAO 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.

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Consular Bulletin Information:

Aviation Oversight: In November, 1994, the U.S. Federal Aviation Administration assessed South Africa's civil aviation authority as in compliance with international aviation safety oversight standards for South African carriers operating to the U.S. The same level of safety oversight would typically be applied to operations to other destinations. For further information, travelers may contact the Department of Transportation at 800-322-7873.

FAA RELEASE

SOUTH AFRICA

The U.S. Federal Aviation Administration conducted an assessment of this government's civil aviation authority in November, 1994. The purpose of this assessment was to verify that the civil aviation authority was in compliance with the aviation safety oversight standards contained within the International Civil Aviation Organization (ICAO) Annexes to the Convention on International Civil Aviation (1944) (Chicago Convention). It is every government's obligation to establish an infrastructure (i.e. a civil aviation authority) that implements oversight of international aviation standards and ensures compliance by the air carriers which that state licenses.

The FAA found at the time of the assessment that this government's civil aviation authority was in compliance with the ICAO aviation safety oversight standards regarding operations to and from the U.S. Typically the level of oversight provided by a civil aviation authority for operations by its licensed air carriers to the U.S. would be applied to operations to other destinations. Further information can be obtained by call FAA at 800-322-7873.

Consular Bulletin Information:

Aviation Oversight: In December, 1994, the U.S. Federal Aviation Administration assessed Uzbekistan's civil aviation authority as in compliance with international aviation safety oversight standards for Uzbeki carriers operating to the U.S. The same level of safety oversight would typically be applied to operations to other destinations. For further information, travelers may contact the Department of Transportation at 800-322-7873.

FAA RELEASE

UZBEKISTAN

The U.S. Federal Aviation Administration conducted an assessment of this government's civil aviation authority in December, 1994. The purpose of this assessment was to verify that the civil aviation authority was in compliance with the aviation safety oversight standards contained within the International Civil Aviation Organization (ICAO) Annexes to the Convention on International Civil Aviation (1944) (Chicago Convention). It is every government's obligation to establish an infrastructure (i.e. a civil aviation authority) that implements oversight of international aviation standards and ensures compliance by the air carriers which that state licenses.

The FAA found at the time of the assessment that this government's civil aviation authority was in compliance with the ICAO aviation safety oversight standards regarding operations to and from the U.S. Typically the level of oversight provided by a civil aviation authority for operations by its licensed air carriers to the U.S. would be applied to operations to other destinations. Further information can be obtained by call FAA at 800-322-7873.

Consular Bulletin Information:

Aviation Oversight: In June, 1994, the U.S. Federal Aviation Administration assessed Nauru's civil aviation authority as in compliance with international aviation safety oversight standards for carriers licensed by Nauru operating to the U.S. The same level of safety oversight would typically be applied to operations to other destinations. For further information, travelers may contact the Department of Transportation at 800-322-7873.

FAA RELEASE

NAURU

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COUNTRY: KIRIBATI

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The FAA found at the time of the assessment that this government's civil aviation authority was not in compliance with the ICAO aviation safety oversight standards regarding its air carrier's operations. Operations by this country's air carriers to the U.S. are not permitted unless they arrange to have their flights conducted by a duly authorized and properly supervised carrier from a country meeting international aviation safety standards. Further information can be obtained by calling FAA at 800-322-7873.

Specific Deficiencies Identified:

- Subject civil aviation authority has not developed and/or implemented adequate civil aviation regulations in accordance with ICAO standards;
- Subject civil aviation authority lacks the technical expertise and/or resources necessary to license and oversee civil aviation in accordance with ICAO standards; and
- Subject civil aviation authority lacks the flight operations and maintenance capability to certify, oversee, and enforce air carrier operations requirements in accordance with ICAO standards.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, June 13, 1995

APA 65-95

Contact: Marcia Adams

Tel.: (202) 267-3488

FAA APPLAUDS RAA ON ITS NEW SAFETY INITIATIVE

Taking another step in a series of government and industry initiatives to achieve zero accidents, the Regional Airline Association (RAA) has created an Aviation Safety Committee to examine all aspects of aviation safety for member airlines and RAA staff.

The Aviation Safety Committee -- comprised of the safety directors of its 73 member airlines -- was created May 16 during the Regional Airline Association's annual meeting in San Antonio, Texas. The committee will provide a forum for the exchange of safety information, a body of expertise for regional airlines to examine safety issues and determine appropriate action, and a resource on safety issues for member airlines and RAA staff.

Federal Aviation Administrator David R. Hinson praised the association for taking its approach to enhancing safety. "Aviation safety is a shared responsibility between government and industry -- I applaud the RAA for keeping safety its top priority. Without a strong partnership with associations like RAA, we cannot achieve our goal of zero accidents."

The new Aviation Safety Committee is the latest in a series of safety initiatives that evolved from the FAA-sponsored nationwide Aviation Safety Conference held in January in Washington, D.C. The conference brought together members from all segments of the aviation community to examine ways to enhance aviation safety and achieve the goal of zero accidents.

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At the conference, Secretary of Transportation Federico Peña and FAA Administrator David R. Hinson asked each airline to conduct internal safety audits, create an independent safety office, and implement Flight Operations Quality Assurance programs.

Other associations participating in the government/industry safety partnership include the Air Transport Association, the Air Line Pilots Association, and the International Association of Machinists and Aerospace Workers.

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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 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; and 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 I, 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 if it lacks appropriately trained inspector personnel required by ICAO 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.

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

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, June 14, 1995

APA 66-95

Contact: Tim Pile

Tel: (206) 227-2005

FAA GIVES NEW DENVER AIRPORT HIGH MARKS FOR PERFORMANCE

The Federal Aviation Administration (FAA) reported today that the nation's seventh busiest airport -- the new Denver International Airport (DIA) -- quickly has become one of its most efficient. In a report on DIA's first three months of operation, the FAA said that the new airport's record of operations and delays show it performing 4 to 9 times more efficiently than several other major U.S. airports and seven times better than the airport it replaced on February 28.

"Stapleton was one of the most congested airports in the country; Denver International is one of the most efficient," said U.S. Transportation Secretary Federico Peña. "Opening the aviation bottleneck that Denver had become is good for the people and businesses of Denver, and it is also good for passengers and airlines and airports in Atlanta, Los Angeles, Chicago, Seattle and New York. Denver International Airport is a sound investment that is already paying big dividends for Colorado, the City of Denver, and the entire U.S. aviation system."

The FAA reported that in DIA's first 93 days, the new airport handled 121,224 takeoffs and landings, but reported only 487 delays, an average of just one delay for every 248.9 flights. In the same 93-day period last year, Denver's Stapleton International Airport recorded one delay for every 35 operations. Weather conditions in both years were essentially the same, but DIA's state-of-the-art design and technology allows it to outperform Stapleton by a substantial margin.

"Denver International's early performance has surpassed even our most optimistic expectations," said FAA Administrator David R. Hinson. "At the current rate, we expect DIA to handle more than 500,000 operations and 33 million passengers in its first year. Already, we've reduced delays at Denver by nearly 90 percent, to less than one-half of one percent of operations, as compared to approximately 3 percent of operations at Stapleton in the same time period last year."

Copies of the report are available upon request.

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FAA News

Washington, D.C.



June 14, 1995

APA-67-95

Contact: Drucella Andersen

Tel: 202-267-3883

STATEMENT ON 777 INCIDENT

An incident occurred today on a Boeing 777 demonstration flight between Washington's Dulles International Airport and Denver, Colorado. The flight departed Dulles at about 8:45 a.m. EDT. At approximately 9:30 a.m., about 20 miles south of Pittsburgh, and at 35,000 feet, the aircraft experienced a fluctuation in cabin-pressure.

As a precautionary measure, the captain descended the aircraft, determined that there was no structural damage and that the engines were running normally, and continued on to Denver at 10,000 feet.

The oxygen masks did not deploy. Had there been a loss of cabin pressure, they would have deployed automatically or, failing that, would have been deployed manually. Passengers aboard the aircraft reported experiencing no discomfort.

The aircraft landed in Denver at approximately 1100 a.m.MDT without further incident.

The aircraft was met by FAA inspectors, who are investigating the cause of the cabin pressure fluctuation.

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Friday, June 16, 1995

APA-68-95

Contact: John Clabes

Tel. No.: (405) 954-7500

Hank Price

Tel. No.: (202) 267-3447

**FAA ENTERS INTO CONSENT ORDER
WITH EXPRESS ONE INTERNATIONAL**

The Federal Aviation Administration (FAA) has entered into a consent order with Express One International to ensure that the operator meets all requirements of the federal aviation regulations. The cargo and passenger air carrier ceased operations on June 4 following an FAA investigation.

The Dallas-based carrier voluntarily agreed to keep its fleet of 39 aircraft on the ground following an FAA National Aviation Safety Inspection Program audit of the airline. At that time, FAA inspectors found systemic problems with systems that control and track the day-to-day airworthiness of the operator's fleet.

The consent order imposes a \$500,000 civil penalty as a result of violations found by the FAA investigation. It also specifically outlines what steps the carrier needs to take to resume operations, including:

- Developing a plan that tracks proper maintenance and oversight of all aircraft;
- Demonstrating that its aircraft are in compliance with both applicable airworthiness directives and requirements related to "life limited" parts, such as internal jet engine components;
- Having adequate personnel and training programs for aircraft maintenance record-keeping systems; and
- Establishing and maintaining a system for the continuing analysis and surveillance of all maintenance and surveillance programs.

-- more --

"Violations of rules and regulations that govern safe commercial aviation cannot be tolerated," said William J. White, deputy director of FAA's Flight Standards Service. "Precise records regarding maintenance and aircraft operation are a vital and necessary means to establish the safety of those who rely on the company for air services."

Express One International is a passenger and cargo domestic air carrier operating a fleet of 39 aircraft, comprised of Boeing 727s and DC-9s. It conducts passenger charters for tour operators and scheduled cargo service for Roadway Freight Company and the Post Office.

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FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Friday, June 16, 1995

APA 69-95

Contact: Marcia Adams

Tel.: (202) 267-3488

FAA'S WORK AND FAMILY PROGRAM RECEIVES OPM AWARD

The Federal Aviation Administration (FAA) today received the 1995 Office of Personnel Management (OPM) Director's Award, recognizing the agency's outstanding accomplishments in enabling its employees to balance work and family obligations.

The award recognizes Federal agencies that establish programs to foster family-oriented workplaces. It is the result of two initiatives - the President's 1994 directive and the National Performance Review released a year earlier.

"I applaud the human resource management team for ensuring that FAA has the most comprehensive work and family program possible. It is one of FAA's goals to be the model Federal employer. This award is evidence of our teams dedicated work toward our goal," said FAA Administrator David R. Hinson.

The FAA was touted for its Work and Family Program, which includes alternative work schedules, voluntary leave transfer program, child care, dependent care seminars, Employee Assistance Program, human resource management information center, part-time employment, and telecommuting. The FAA also created a work and family life program team to examine various ways the agency can be more responsive to the needs of its diverse work force throughout the nation.

-more-

"Programs such as the Employee Assistance Program (EAP) and Child Care have proved to be an effective means of improving the quality of life for FAA employees," said Kay Frances Dolan, acting director of Human Resource Management. "Over 5,000 employees and their families used the EAP services last year. The agency's EAP serves as a model for other Federal agencies. The agency acts as a consultant for other agencies who want to implement an EAP. The critical need for child care resulted in the establishment of 12 child care centers with six under construction."

The OPM Director's Award for Outstanding Work and Family Programs is designed to:

- recognize Federal agencies that are providing innovative and effective work and family programs;
- encourage the establishment and improvement of highly effective work and family programs throughout the Government; and
- publicize exemplary work and family programs so they may serve as models for other Federal agencies.

The FAA, along with two other agencies, received a plaque and letter of congratulations from the Director of OPM during an awards ceremony today.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, June 21, 1995

APA 70-95

Contact: Theresa Kraus

Tel.: (202) 267-3854

FAA BEGINS OPERATIONAL TRIALS OF OCEANIC DATA LINK

The Federal Aviation Administration (FAA) and Qantas Airlines today successfully completed the first in a series of operational trials of a satellite-based communication, navigation, and surveillance system. Known as Future Air Navigation System (FANS), the system will improve dramatically communications between pilots and air traffic controllers on flights over oceanic and other remote areas which will result in increased safety for passengers, efficiency and economy for airlines, and greater trans-oceanic capacity.

The system uses two-way satellite communications to provide, for the first time, accurate, timely, and direct pilot-to-controller communications over oceans and other remote areas that are normally out of range of ground-based stations. FAA Administrator David R. Hinson said that "when fully operational, FANS will allow pilots to fly more flexible and direct routes and will reduce separation between trans-ocean flights, resulting in increased capacity and lower fuel consumption." This is the first step towards oceanic free flight, which will give pilots the flexibility to operate without specific route, speed, or altitude clearances.

Under the current system, controllers rely on position reports radioed periodically from pilots and relayed by ground-based systems. Because of time delays in receiving these reports, a separation of as much as 120 miles must be maintained between aircraft. Pilots employing FANS technology can relay aircraft positions to controllers as often as needed, improving safety and efficiency.

-more-

Qantas initiated the test on a route between Sydney and Los Angeles, using a Boeing 747-400 aircraft equipped with a new onboard computer communications package designed by Boeing and Honeywell, called FANS-I. During the test, the new oceanic data link air traffic control system, developed by Aviation Technology Systems Corporation of Manassas, Virginia, provided the ground communications automation interface with a FAA Technical Center test team. That team used the ongoing air traffic control communications on the existing High Frequency radio to verify the proper operation of the new satellite-based communications network. The test was a planned programmatic step in preparation for the installation of the prototype oceanic data link system at the Oakland air route traffic control center later this year.

The Australian Civil Aviation Authority, the New Zealand Airways Corporation, and the satellite communications service providers, SITA and ARINC, also participated in the test. In August, United Airlines, Air New Zealand, and the civil aviation authority of French Polynesia (Tahiti) will join in the testing.

FANS is a product of international cooperation. The U.S., along with Australia, New Zealand, Fiji, Papua New Guinea, and French Polynesia, earlier made the policy and financial commitments to build and maintain the ground systems that will support and communicate with aircraft outfitted with the appropriate computer equipment.

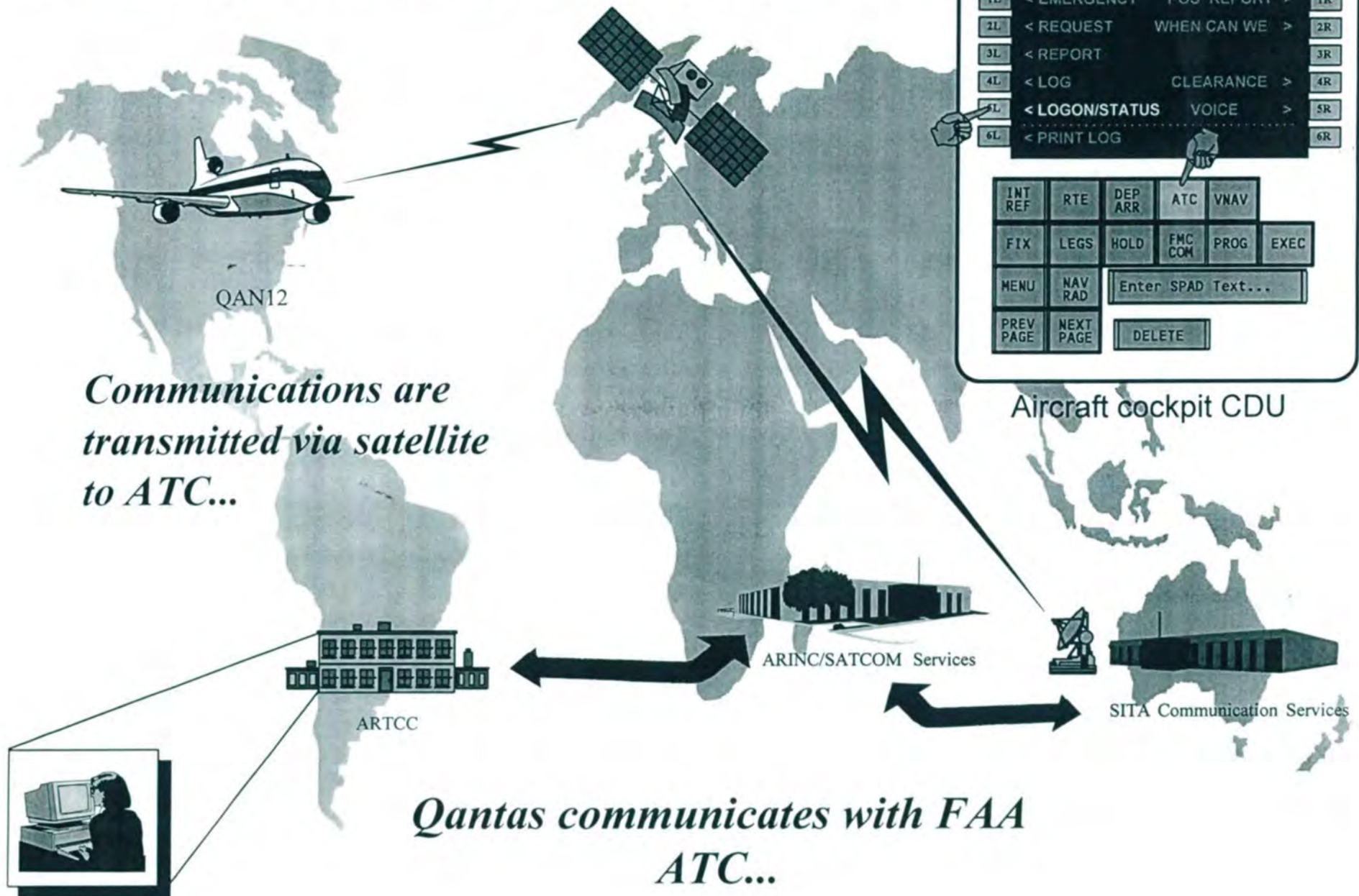
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OCEANIC DATA LINK FACTSHEET

- The FAA is responsible for providing air traffic services to all aircraft flying in large areas of the Atlantic, Pacific, and Arctic Oceans.
- Oceanic air traffic is projected to double in the Atlantic and nearly triple in the Pacific over the next ten to fifteen years. New air routes through Russian airspace will further increase Arctic traffic during the same period.
- U.S. domestic air traffic control is based on the use of radar surveillance and very high frequency (VHF) communications. Oceanic air traffic control, which usually begins where radar and VHF are no longer useable, relies on hourly position reports filed verbally by the pilot using high-frequency radio. This is the only means for tracking oceanic flights. Because of the large time gap between position reports and the potential for error using the radio, separations of up to 120 miles between individual flights are maintained to assure safety, forcing aircraft to operate on less than optimal routes.
- Technological breakthroughs in satellite communications and new navigation and automation technology have provided the FAA and the international aviation community the opportunity to increase airspace system performance and capacity, especially over oceanic areas.
- The FAA has begun development and implementation of a satellite-based communication, navigation, and surveillance (CNS) system for remote airspace, especially for oceanic areas.
- The CNS system incorporates the use of data link to provide position report information for air traffic services which will facilitate direct pilot/controller data and voice communications. Data link communications are available through the use of satellites in areas where radar and VHF communications are neither feasible nor cost-effective.
- As part of that initiative, the FAA began development of a system which will make it possible to fly more flexible and direct routings and will reduce separation between trans-ocean flights. The system -- Future Air Navigation System or FANS -- uses satellite communications with two-way data link and automatic dependent surveillance based on GPS position.
- Such a system is dependent upon compatible computer technologies on the ground and in the aircraft.

- During fiscal year 1994, the FAA began ODL development and initiated tests of the prototype telecommunications processor for use by controllers which will provide improved aircraft status information and plan view displays.
- That processor will serve as the hardware base for oceanic data link technology used by the controllers. The first such processor should achieve initial operational status at the Oakland air route traffic control center in the Fall of 1995.
- During fiscal year 1994, the agency also began certifying the related avionics package which will be installed in aircraft. That avionics package, known as FANS I, consists of a GPS navigation equipment, a satellite communications package for voice and data integrated into a flight management system designed by Honeywell and Boeing. FANS I will enable pilots to use data link and satellite communications to converse with air traffic control specialists over the vast ocean regions managed by the United States.
- The new technology for both controllers and pilots represents a marked improvement over the high frequency radio system that has been the standard for oceanic air traffic control since World War II. The system will enable airlines to achieve important safety and capacity advances, fuel savings, and efficiency gains. Increased capacity will result as the system moves from the fixed track structure, through the flexible track structure, to random routings, and advancing toward free flight. Free flight will give the pilot the flexibility to operate without specific route, speed, or altitude clearances.
- Based on a 1994 study, it is estimated that reduced separation over the ocean can save an airline operator as much as \$200 million dollars in fuel costs and time annually.
- FANS is a product of international cooperation. The United States, Australia, New Zealand, Fiji, Papua New Guinea, and French Polynesia have all made the policy and financial commitment to provide the ground systems to support and interface with those aircraft equipped with FANS I technology.

Controller-Pilot Data Communications



FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, June 21, 1995

APA 71-95

Contact: Curtis Austin

Tele.: (202) 267-3479

FAA PROPOSES INSTALLING NEW SOFTWARE TO ELIMINATE DELAYS IN WINDSHEAR DETECTION

The Federal Aviation Administration (FAA) is proposing new software for certain commercial aircraft to eliminate potential delays in windshear warnings during takeoff and landing.

Windshear, sudden changes in wind speed and direction, can cause flight control problems, such as an abrupt loss in an airplane's lift as it nears the runway. The windshear warning system is designed to alert pilots that they are encountering windshear in time for them to take corrective action.

The proposed airworthiness directive would require various transport category airplanes equipped with Honeywell Standard Windshear Detection and Recovery Guidance Systems, to replace existing software with new software that eliminates delays in the warning systems of the windshear detection devices. With the existing software, delays in the windshear warning system may occur during takeoffs and landings, when the aircraft's wing flaps are in motion while changing position.

Earlier this year, the agency issued two airworthiness directives to certain airplanes equipped with the Honeywell windshear warning systems. The directives required that flightcrews be alerted of potential delays in the detection of windshear during takeoff and landing.

The earlier directives were considered temporary actions while FAA officials considered more permanent measures. The FAA is now proposing new software for the windshear detection systems to eliminate potential delays in warning flightcrews they are encountering windshear.

-- more --

A variety of transport category aircraft would be affected by the proposed directive, including Boeing Models 727, 737, and 747 series; McDonnell Douglas Models DC-8, and DC-9 series; Lockheed Models L-1011-385 series and British Aerospace Model Avro 146-RJ series.

Approximately 2,320 airplanes worldwide -- 1,618 of them U.S. registered -- would be affected by the proposed directive.

The FAA estimates the total cost of replacing software in the 1,618 U.S.-registered aircraft will be approximately \$970,000, or about \$600 per plane. Honeywell would incur the costs for the upgraded units containing the new software.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE

Thursday, June 22, 1995

APA 72-95

Contact: Anthony Willett

(202) 267-3883

FAA SUPPORTS CONTROLLERS;
SEEKS CREATION OF AIR TRAFFIC
CORPORATION TO PREEMPT LAYOFFS

FAA Administrator David R. Hinson called leafleting by air traffic controllers "an important effort to bring national attention to the impact of current budget proposals on the safety, efficiency and economy of aviation." Air traffic controllers today began distributing leaflets at major airports throughout the country to raise concerns about pay cuts. Hinson emphasized that budget proposals now being considered would have impacts at the FAA well beyond employee payroll.

"Our concern is the safety of the flying public," Hinson said. "Without the option of a government-owned air traffic control services corporation, or a similarly creative funding scheme, we will have to reduce and eliminate some of the services we now provide. Unless we get funding relief, we also will have to reduce the number of jobs at FAA. Our employees need to be able to focus on their work, which is maintaining the safety of the system. Job security and pay cuts are distractions that hamper their ability to maintain focus."

A government-owned air traffic control services corporation would cut through "miles of red tape, the red tape that makes it difficult for us to operate as a business," Hinson said. "Simply, a government-owned corporation would free the system from cumbersome, bureaucratic procurement and personnel rules. We would be able to hire where we need to and buy equipment when we need to."

(more)

FAA SUPPORTS CONTROLLERS, 2 of 2

Hinson said that the agency already has reorganized and streamlined to cut costs and increase efficiency. In the last year, the agency has reduced its payroll by 4,700 positions, over 8 percent of the FAA's total work force.

"The FAA supports the American public's desire to make government smaller and to balance the budget," he said. "We have been a government leader in streamlining our operations. We will fight, however, against indiscriminate cuts that may impact on the safety of the system."

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, June 22, 1995

APA 73-95

Contact: Liz Neblett
(202) 267-8521

UNITED STATES AND NETHERLANDS AGREE ON TERMS OF FIRST BILATERAL SAFETY AGREEMENT

Taking a major step in what will be a historic agreement, Federal Aviation Administrator David R. Hinson and Netherlands Director General of Civilian Aviation Jan Weck confirmed the terms of the world's first bilateral aviation safety agreement (BASA) at a meeting in Amsterdam.

The provisions of the BASA were accepted on June 19 by the leaders of the civil aviation authorities of the United States and the Kingdom of the Netherlands. It is a new type of agreement designed to promote the highest standards of aviation safety by increasing cooperation. When signed it will form a regulatory partnership between the two countries improving efficiency and expanding each nation's ability to respond to changes in the international aviation industry.

"We are looking forward to this opportunity to work closely with the Netherlands to enhance safety and meet the challenges posed by the globalization of aviation," said Hinson. "It will increase cooperation on a number of aviation safety matters including airworthiness approvals, environmental testing, and evaluation of flight simulators."

The BASA will also encompass the approval and monitoring of maintenance facilities and personnel, airmen, aviation training establishments, and flight operations.

The agreement will be implemented as soon as the usual approval procedures through the Netherlands Council of Ministers and the Parliament have been completed. Representatives of the two governments initialed the text of the agreement in a June 6 meeting at the U.S. Department of State in Washington, D.C.

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<http://www.dot.gov/affairs/index.htm>*



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

news:

CENTRAL REGION OFFICE OF PUBLIC AFFAIRS

601 EAST 12TH STREET
KANSAS CITY, MISSOURI 64106
Telephone (816) 426-5449

FOR IMMEDIATE RELEASE

Friday, June 23, 1995

FAA-CE-25-95

CONTACT: Sandra Campbell
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FAA says illegal fireworks aboard aircraft may bring stiff penalties

The Federal Aviation Administration (FAA) today warned that fireworks are strictly regulated when shipped by air freight. Any person carrying fireworks onto an aircraft illegally, or attempting to ship them as something other than fireworks, faces a maximum penalty of five years in prison and fines, or civil penalties of up to \$25,000 for each violation.

"Undeclared fireworks shipped or carried on an aircraft present a very real danger to the crew and passengers," said John Turner, FAA Central Region Administrator. "There is potential for spontaneous ignition and subsequent fire in an aircraft's inaccessible cargo hold."

While the FAA has strict requirements for transportation of fireworks, many airlines have their own special rules that may be even more restrictive, including banning them altogether. Among the concerns of both the FAA and the airlines is the extremely dangerous practice of mislabeling and shipping fireworks in an effort to get around various local laws concerning the sale and use of fireworks. Such laws often provide a reason or excuse to mail, ship or carry fireworks from one city to another, ranging from profit making endeavors to sharing powerful, illegal fireworks with family and friends.

"No matter what reason or excuse is given, Federal rules forbid transporting fireworks in passenger carry-on or checked baggage," said Larry Bruno, Manager, FAA Central Region Civil Aviation Security Division. "These items may be transported as cargo if they are packaged and shipped in accordance with federal regulations." Otherwise, the FAA warns that transportation of fireworks by air is illegal and dangerous.

For information on proper procedures to follow in transporting fireworks, passengers should contact the airlines.

- end -

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, June 26, 1995

APA 74 -95

Contact: Liz Neblett

(202) 267-8521

FOLLOW THE RULES OR FORGET FLYING WITH FIREWORKS ON THE FOURTH

The shipping of fireworks in air freight on the Fourth of July -- or at any time -- is strictly regulated by the Federal Aviation Administration's Office of Civil Aviation Security.

Federal rules prohibit carrying fireworks in either carry on or checked baggage. Many airlines have special rules for fireworks that may be even more restrictive than federal guidelines. Some airlines may ban fireworks outright.

There's a reason for the rules to rain on your parade. Undeclared fireworks shipped or carried on an aircraft -- or sent through the mail -- present a very real danger to the crew and passengers. The potential for spontaneous ignition combining with improper packing could result in a fire in an aircraft's cargo hold.

Mislabeling and shipping fireworks as "clothes," "tools," "machinery," "cookies," or any other common article is an extremely dangerous and illegal practice. Mislabeling denies airline employees information necessary to properly handle or store fireworks on the aircraft.

Anyone carrying fireworks onto an aircraft illegally -- or attempting to ship them as something else -- faces a maximum penalty of five years in prison, and criminal and civil fines of up to \$25,000 for each violation. Any damage, death or destruction caused by a hazardous shipment would bring additional penalties.

Local laws concerning the sale and use of fireworks can make smuggling -- mailing, shipping or carrying fireworks to another location -- pretty appealing. But, whether for profit or the thrill of sharing them with family and friends, transporting fireworks is an idea that can blow up in your face. It's illegal and dangerous, if you don't follow the regulations which provide proper instructions for packaging and shipping. So, unless you follow the rules, forget flying with fireworks on the Fourth.

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<http://www.dot.gov/affairs/index.htm>*

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, June 28, 1995

FAA 76-95

Contact: Anthony Willett

(202) 267-3883

FAA, AIRPORTS AND AIRLINES TO ISSUE SECURITY UPDATE

This information will be distributed today to passengers at Los Angeles International Airport and other California airports as well:

“Federal authorities have determined the bomb threat made specifically against airline flights through the Los Angeles International Airport to be credible. The Federal Aviation Administration has directed all airports in California and airlines to increase security measures.

“The FAA also advised passengers traveling through certain California airports have to be on alert for any suspicious, unattended bags, parcels and other items and to expect delays. Each passenger will be required to show identification at check-in and to answer questions about carryon and shipped baggage.

“The increased security measures will be in effect as long as necessary.”

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Wednesday, June 28, 1995

APA 77-95

Contact: Liz Neblett
(202) 267-8521

FAA ADVISES PASSENGERS TO USE SEAT BELTS

In the wake of two incidents this week in which unexpected turbulence resulted in injuries to airline passengers, the Federal Aviation Administration (FAA) today advised airline passengers to use their seat belts whenever they are seated.

The FAA's public advisory comes in the aftermath of an incident Monday in which an American Airlines DC-10 encountered severe turbulence, tossing some passengers from their seats and requiring an unscheduled landing in Chicago, during a flight from Los Angeles to New York. Sunday, a Continental Airlines Airbus A300 experienced extreme turbulence 272 miles north of the island of Grand Turk enroute to San Juan, Puerto Rico from Newark, N.J.

Turbulence, air movement that usually can neither be seen nor expected, can cause erratic up and down or side-to-side movement of an aircraft as a result of atmospheric pressure, jet streams, mountain waves, cold and warm fronts, thunderstorms, or other aircraft.

Transportation Secretary Federico Peña has directed the FAA to review all recent incidents including the two Monday and Sunday in which turbulence caused commercial passenger injury to determine whether the rules concerning seat belt usage require strengthening.

"We have been tracking turbulence-related incidents for some time, and while such occurrences are rare, we will take a thorough look at our existing regulations to determine if further action is required," FAA Administrator David R. Hinson said.

The FAA's latest revision of seat belt rules was issued in 1992 and requires commercial airline passengers to fasten their seat belts when the airplane's overhead warning lights are turned on.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE

Wednesday, June 28, 1995

FAA 78-95

Contact: Anthony Willett
(202) 267-3883

CREW DISCOVERS SUSPICIOUS ITEM ABOARD FLIGHT

An alert United Air Lines crew flying from Los Angeles to Sydney today discovered near an unoccupied seat a radio that appeared suspicious. After instituting in-flight security procedures to protect the aircraft and its passengers, the plane landed without incident in Sydney. Australian officials determined that the radio did not contain explosives and was completely safe.

"We have security procedures in place to handle these situations, and they worked as planned," said FAA Administrator David Hinson. "The flight crew performed admirably while ensuring the safety of the passengers. The Australian officials are to be thanked for outstanding support."

The flight departed Los Angeles at 2:01 a.m., EDT. The flight landed in Sydney without incident at 3:41 p.m., EDT.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, June 29, 1995

APA 79-95

Contact: Jeffrey Thal

Tel.: (202) 267-7344

MEDIA ADVISORY

FAA Administrator Hinson to Preside over Automated Telecommunications System Commissioning Ceremony

- Who:** Federal Aviation Administrator David R. Hinson.
- What:** Press availability to commission the first Voice Switching and Control System (VSCS) for operational use in the air traffic control system.
- When:** Friday, June 30, 1995; 1:00 p.m.
- Where:** Dysim training room
Air Route Traffic Control Center
3101 Auburn Way South
Auburn, Washington 98002
- Why:** Administrator Hinson will preside over the ceremony to introduce the first commissioned Voice Switching and Control System. The VSCS is the communications backbone for the next generation automated air traffic control system to be installed in the ATC centers over the next five years.

Video and audio news releases with actualities are available.

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE

Thursday, June 29, 1995

APA 81-95

Contact: Anthony Willett

(202) 267-3333

AIRCRAFT ENCOUNTERS TURBULENCE NEAR CLEVELAND

Preliminary reports indicate that a United Airlines jet encountered severe turbulence near Cleveland this afternoon, injuring three.

United Airlines flight 1146, an Airbus 320, reportedly encountered the turbulence, which prompted the pilot to request priority clearance to land at Philadelphia International Airport. The plane landed on Philadelphia's runway 9R at 5:39 p.m., EDT. Emergency crews met the aircraft.

Yesterday, the FAA issued a public advisory to airlines, urging the use of seat belts when passengers are seated. At the request of Transportation Secretary Federico Peña, the FAA yesterday began reviewing all recent air turbulence incidents -- including the two this past Monday and Sunday in which turbulence caused commercial passenger injury -- to determine whether the rules concerning seat belt usage require strengthening.

No additional information is available regarding today's incident.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, June 30, 1995

APA 80-95

Contact: Jeffrey Thal

Tele.: (202) 267-7344

FAA ADMINISTRATOR COMMISSIONS FIRST OPERATIONAL VOICE SWITCHING AND CONTROL SYSTEM

Federal Aviation Administrator David R. Hinson today commissioned the first operational Voice Switching and Control System (VSCS) at the Seattle Air Route Traffic Control Center. The VSCS, the largest automation system ever introduced by the FAA, is a key element of the FAA's plan to modernize the U.S. air traffic control system.

The VSCS, developed by the Harris Corporation of Melbourne, Florida, incorporates modern digital equipment and state-of-the-art fiber optics to virtually eliminate communications delays and allow pilots and controllers to communicate much more rapidly, clearly and accurately. VSCS automatically routes voice communications from pilots to the correct air traffic controller, and permits controllers to communicate with pilots and with each other simply and efficiently using menu-driven touch screens to direct their calls. The system provides greater capacity and capabilities than the current system.

"I can't emphasize enough the importance of new automated systems such as VSCS," said Hinson. "This new technology will enable the FAA to meet the increasing demands of air traffic well into the 21st century. This is evidence that all our hard work in turning the ATC modernization effort around is beginning to show results."

The VSCS provides clear, fast and precise communications essential to maintaining the world's safest and busiest air traffic control system. It allows each of the nation's en route centers to configure its communications assets to meet specific needs. It allows controllers to adjust their communications system to meet the changing conditions of traffic volume, weather conditions and controller workload.

Administrator Hinson placed the first "commissioned" call using the VSCS, to the Harris Corporation's CEO, Phillip W. Farmer, from the Seattle control center to Harris's headquarters in Florida. In addition, a special presentation was made to recognize the Seattle facility's outstanding contribution in supporting the system's installation.