

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Monday, December 2, 1996

APA 203-96

Contact: Curtis Austin

Tele.: (202) 267-8521

**SEVEN NEW MEMBERS APPOINTED TO
FAA ADVISORY COMMITTEE**

Secretary of Transportation Federico Peña has appointed seven new members and reappointed two others to the Commercial Space Transportation Advisory Committee (COMSTAC), the broad-based industry group that advises the Federal Aviation Administration (FAA) and the Department of Transportation (DOT) on issues of interest to the commercial space transportation industry. Members serve two-year terms.

Peña also appointed Ronald Grabe, vice president of Business Development for Launch Systems, Orbital Sciences, Dulles, Va. to chair the committee. Grabe succeeds Thomas D. Burson, vice president and general manager, Space Transportation Division, McDonnell Douglas Aerospace, Huntington Beach, Calif., as committee chairman. Steven Flajser, vice president-Space Systems, Space Systems/Loral, Arlington, Va., was appointed vice chairman.

"These new COMSTAC appointments reflect DOT's and the FAA's ongoing commitment to select membership that is a diverse, well-rounded representation of U.S. commercial launch services providers, satellite manufacturers and users, state government officials, and telecommunications and other organizations that have commercial launch interests," Peña said.

Established in 1985 and chartered with 25-members, COMSTAC provides information, recommendations and technical reports to the FAA Administrator and the Secretary of Transportation on matters relating to all aspects of the U.S. commercial space transportation industry.

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The committee evaluates economic and space technology developments relating to the industry and the meetings provide a forum for the discussion of problems involving the relationship between industry activities and government requirements.

The new committee members are listed below:

- Eleanor H. Aldrich, business and development representative, American Institute of Aeronautics and Astronautics, Reston, Va.
- Emile Gardner, partner, Gardner Consulting Planners, Carson, Calif.
- Louis R. Gomez, mission manager, New Mexico Office of Space Commercialization, Las Cruces, N.M.
- Richard J. Hieb, director of Commercial Space Programs, AlliedSignal Technical Service, Lanham, Md.
- Alex Liang, chief engineer, The Aerospace Corp., Washington, D.C.
- Susan Meyer, president, SkyMCI, MCI Communications Corp., Washington, D.C.
- James C. Smith, president and chief executive officer, Systems Engineering and Management Associates, Alexandria, Va.

The two reappointed members are Frederick Hauck, president and chief executive officer, International Technology Underwriters, Bethesda, Md., and Burson of McDonnell Douglas.

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*An electronic version of this news release is available via the
World Wide Web at: <http://www.faa.gov>*

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Wednesday, December 4, 1996

APA 204-96

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FAA TO ESTABLISH CENTER OF EXCELLENCE FOR AIRWORTHINESS ASSURANCE

As part of its continuing vigorous efforts to improve aviation safety in partnership with industry, academia and other government agencies, the Federal Aviation Administration (FAA) is soliciting proposals to establish an Air Transportation Center of Excellence for Airworthiness Assurance.

When established, the new center will focus its research and development efforts on important aircraft safety issues such as aircraft maintenance, inspection and repair, crashworthiness, propulsion and fuel system safety technologies, landing gear systems and advanced materials.

"In establishing this Center of Excellence, the FAA hopes to harness some of the leading minds in the country from academia, industry and government in a long-term, cost-sharing partnership," said George Donohue, FAA associate administrator for research and acquisitions. "This is an innovative program that we believe will lay a technical foundation for even safer aircraft in the 21st century."

Air Transportation Centers of Excellence are established through cooperative agreements between academic and other non-profit institutions of higher learning and the FAA. They help the agency pursue long-term research in a variety of aviation-related fields pertinent to the development and maintenance of a safe and efficient air transportation system. In July, the FAA selected a team of universities to serve as the FAA's Air Transportation Center of Excellence in Operations Research.

The FAA intends to use a hybrid funding vehicle for the Center of Excellence for Airworthiness Assurance, consisting of a 50-50 cost-sharing cooperative agreement and single source contracts that can be awarded quickly. The agency anticipates that the center will have single-source contract authority for \$50 million - \$100 million.

- more -

The FAA intends to fund the center at a minimum of \$500,000 per year for the first three years. The center may be funded for a term of three to 10 years. After FAA funding terminates, the center is expected to be self-supporting.

The center will be established through a competitive process. Candidate institutions must meet the following criteria:

- demonstrated ability to undertake technological research and development activities;
- ability to serve regional needs for improved air transportation;
- demonstrated availability of research resources to support center research;
- leadership capability in solving air transportation issues;
- established current air transportation programs;
- ability to disseminate research results.

The solicitation for the Center of Excellence for Airworthiness Assurance will close on February 15, 1997.

Institutions that want more information on the solicitation should contact Patricia Watts, FAA Centers of Excellence program manager, at 609/485-5043; or by e-mail at patricia.watts@faa.dot.gov.

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*An electronic version of this news release is available via the
World Wide Web at: <http://www.faa.gov>*

FAA News

Seattle

FOR IMMEDIATE RELEASE

Thursday, December 5, 1996

APA 205-96

Contact: Tim Pile or Mitch Barker
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FAA DELIVERS ADVANCED AIR TRAFFIC EQUIPMENT 10 MONTHS AHEAD OF SCHEDULE

Continuing its commitment to upgrade and replace aging equipment at major U.S. air traffic centers, the FAA has delivered advanced controller work stations to Seattle 10 months ahead of schedule. The new equipment -- called "DSR," for display system replacement -- is in place at the Seattle Air Route Traffic Control Center, in Auburn, Wash., the first of 21 sites that will receive the equipment.

"This is an important milestone in giving our air traffic controllers new equipment to keep up with the growth of aviation in this country," said Linda H. Daschle, the FAA's acting administrator. "In delivering this equipment, we are keeping our promise to the American people to upgrade the nation's air traffic control system, and I am pleased that we are ahead of schedule and on budget."

The new equipment replaces aging air route traffic control center hardware such as display channels and controller work stations. The early delivery will allow the FAA to conduct additional training and familiarization before placing the equipment in operational status, which is scheduled for 1998. In fact, the total air traffic control restructuring, including the DSR, has resulted in a \$1.6 billion savings to the industry, traveling public and taxpayers.

The next system will be delivered to Salt Lake City in October.

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Thursday, December 12, 1996

APA 207-96

Contact: Eliot Brenner

Tele.: (202) 267-3883

**STATEMENT BY
LINDA HALL DASCHLE
ACTING ADMINISTRATOR, FEDERAL AVIATION ADMINISTRATION**

Aviation safety, as you know, is a shared responsibility. It's everybody's job. So I'm pleased that the major U.S. airlines recognize the critical role they play in pressing forward with vital safety advances. Today's announcement shows that working together -- in a voluntary partnership -- is an excellent way to raise safety in an already very safe aviation system. The airlines' decision to take this step voluntarily, rather than waiting for the lengthy process of rulemaking, means the fire detection equipment will be in place much more quickly.

Aviation safety also relies on building up layers of protection in the system. Just as we have backups in various flight systems, we need to have the same layers of protections in cargo areas -- from keeping dangerous goods out of cargo compartments, to fire detection, and also to fire suppression. We all share the goal of detecting fires but we must have the extra layer of protection that suppression can provide. The FAA is committed to take the extra step -- on fire suppression; it is an indispensable layer of safety. We announced a rule last month to begin and I very much look forward to working with the airlines on this issue.

The FAA has already taken action to improve safety, particularly in the area of fire prevention. To put our actions in context, I want to mention just a few. In recent months we have:

- secured funding for significant increase in the size of the safety and hazardous materials inspector work force;
- worked with the Research and Special Projects Administration at the Transportation Department on strengthening the regulations dealing with hazardous cargo; this includes a ban on carrying oxygen generators and a new rule soon to be published banning the carrying of oxidizing agents; and
- pressed forward with rules mandating fire detection and suppression equipment in cargo areas.

We're pleased the major airlines are signing on as partners in this critical area. It's an important step in the right direction.

*An electronic version of this news release is available via the
World Wide Web at: <http://www.faa.gov>*

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, December 13, 1996

APA 208-96

Contact: Alison Duquette, FAA

(202) 267-8521

Jennifer Garfinkel, Global Exchange

(301) 656-3100

MEDIA ADVISORY

FAA TO KICK OFF PASSENGER SAFETY CAMPAIGN DURING HOLIDAY TRAVEL SEASON

- What:** Federal Aviation Administration (FAA) Acting Administrator Linda Hall Daschle will unveil a national public education campaign that promotes the use of child restraint systems (CRS) and seat belts aboard commercial aircraft. The campaign, which includes a series of video, radio and print public service announcements (PSAs), warns that airplanes can experience sudden turbulence — air movement that cannot usually be seen or predicted. The campaign reinforces the FAA's recommendation that children weighing under 40 pounds are safest when sitting in a certified CRS, and that all travelers should remain buckled up during flight.
- Who:** The campaign, being launched during the busy holiday travel season, is supported by several major aviation and child safety organizations. Linda Hall Daschle will be joined by officials from the Association of Flight Attendants, Air Transport Association, National SAFE KIDS Campaign and the National Safety Belt Coalition.
- When:** Tuesday, December 17
10:00 a.m.
- Where:** Washington National Airport
Main Terminal Balcony
- Parking:** FAA recommends traveling by Metrorail to Washington National Airport. Broadcast media may park in the short-term parking lot adjacent to the main terminal building or the daily parking lot. *Permission to do live shots from the airport needs to be arranged prior to the event.*

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, December 13, 1996

APA 209-96

Contact: Bob Hawk

Tel.: (202) 267-8521

**STATEMENT
BY FEDERAL AVIATION ADMINISTRATION
ON PROPOSED 747 AIRWORTHINESS DIRECTIVE**

The Federal Aviation Administration (FAA) today issued the following statement concerning a pending airworthiness directive (AD) applicable to Boeing 747 aircraft:

The Federal Aviation Administration (FAA) plans to issue an airworthiness directive (AD) that would require inspections of fuel pump wiring systems in some 747 aircraft. The FAA's directive is consistent with its continuing review of 747-related matters in progress since the accident involving TWA flight #800.

The FAA's pending directive is not the result of any finding from the investigation being conducted by the National Transportation Safety Board (NTSB). The board has not determined a cause of the accident.

The proposed directive is an example of the FAA's continuous efforts to ensure aircraft are operated in an airworthy condition. Each year, FAA issues approximately 400 airworthiness directives to address continued safe operation of aircraft and products used in the system.

The FAA is committed to taking all appropriate measures to ensure our national aviation system continues to be the safest in the world.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, December 13, 1996

APA 210-96

Contact: Bob Hawk

Tel: 202-267-8521

**STATEMENT
BY FEDERAL AVIATION ADMINISTRATION
ON URGENT RECOMMENDATIONS ISSUED BY NATIONAL TRANSPORTATION
SAFETY BOARD**

The Federal Aviation Administration (FAA) will review carefully the urgent recommendation and the other recommendations received this evening from the National Transportation Safety Board (NTSB) in connection with its ongoing investigation of the accident involving TWA Flight #800 on July 17, 1996.

The FAA has been working closely with the NTSB in the course of that agency's investigation. FAA takes the board's recommendations very seriously, and it will respond to today's proposals in a timely fashion.

According to the NTSB, the FAA has responded positively to 90 percent of the board's urgent recommendations.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, December 16, 1996

APA 211-96

Contact: Rebecca Trexler

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FAA ANNOUNCES ASSESSMENT 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 assessments of the Federal Republic of Yugoslavia (Serbia and Montenegro), Turkey, Thailand and Côte d'Ivoire to provide safety oversight of their air carriers that operate in the United States. The Federal Republic of Yugoslavia (Serbia and Montenegro) complies with international safety standards, as does Turkey, which was previously rated as "conditional." Thailand and Côte d'Ivoire are rated as conditional.

The assessments are not an indication of whether individual foreign carriers are safe or unsafe, rather they determine whether or not countries have civil aviation authorities in place and the extent to which those authorities ensure that operational and safety procedures are maintained by their air carriers.

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

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.

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

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

Specifically, the FAA determines whether a country has an adequate infrastructure for international aviation safety oversight as defined by the ICAO standards. The basic elements that the FAA considers necessary include: 1) laws 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 the regulatory requirements; 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: (1) does comply with ICAO standards, (2) conditional and (3) does not comply with ICAO standards.

- **Category I, Does Comply with ICAO Standards:** A country's civil aviation authority 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 in which FAA inspectors found areas that did not meet ICAO aviation safety standards and the FAA is negotiating actively with the authority to implement corrective measures. During these negotiations, limited operations by this country's air carriers to the U.S. are permitted under heightened FAA operations inspections and surveillance.
- **Category III, Does Not Comply with ICAO Standards:** 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. Operations to the U.S. by a carrier from a country that has received a Category III rating are not permitted unless the country arranges to have its flights conducted by a duly authorized and properly supervised air carrier appropriately certified from a country meeting international aviation safety standards.

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

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

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*An electronic version of this news release is available via the
World Wide Web at: <http://www.faa.gov>*

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Tuesday, December 17, 1996

APA 212-96

Contact: Alison Duquette, FAA

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Jennifer Garfinkel, Global Exchange

(301) 656-3100

**FAA LAUNCHES EDUCATION CAMPAIGN TO
RAISE AWARENESS ABOUT TURBULENCE**

Federal Aviation Administration (FAA) Acting Administrator Linda Hall Daschle today kicked off a nationwide safety campaign at Washington National Airport to promote the use of seat belts and child restraint systems (CRS) aboard commercial aircraft to prevent turbulence-related injuries. The announcement comes at a time when over 32 million passengers are preparing to travel by air this holiday season.

Turbulence can be created by atmospheric pressures, jet streams, mountain waves, cold and warm fronts, or thunderstorms. It occurs rarely and unexpectedly, and cannot be seen. Each year, approximately 58 passengers not wearing their seat belt, while the "fasten seat belt" sign is on, are injured by turbulence while traveling in the United States.

In addition to this campaign, the FAA has been working for the past year with members of the Air Transport Association (ATA) to develop turbulence avoidance training aids for crew members.

"Aviation continues to be the safest way to travel, but passengers need to be aware that unpredicted turbulence does happen," said Daschle. "Today's travelers want to be educated consumers and our goal is to raise their awareness about turbulence and provide information that will enable them to make informed decisions about personal safety when they fly. The FAA wants all passengers to travel safely, including children."

Joining Daschle at the campaign kick-off were John Meenan, vice president, policy and planning, external affairs, ATA; Mary Kay Hanke, international vice president, Association of Flight Attendants (AFA); Carole Guzzetta, director, National Safety Belt Coalition; and Heather Paul, Ph.D., executive director, National SAFE KIDS Campaign.

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“Flight attendants see first-hand the effects of in-flight turbulence,” said Mary Kay Hanke, AFA International Vice President. “Passengers need to be aware of the importance of keeping their seat belt securely fastened during the entire flight. The same advice applies for children under age two — child restraint systems are the safest way for our littlest travelers to fly. By educating passengers about these issues, the FAA is helping to make air travel a safe and comfortable experience.”

Daschle unveiled the *Turbulence Happens* campaign, including a 30-second video public service announcement (PSA) and two print PSAs the FAA has produced to spread its safety message. The materials are initial products in a series of planned print and broadcast announcements. In an effort to build awareness of safety issues, the FAA is establishing partnerships with aviation, travel, child safety, health, and consumer safety organizations to disseminate FAA safety recommendations and campaign materials.

The FAA strongly recommends that passengers keep their seat belt securely fastened at all times. While current regulation does not require parents to purchase a seat for children under two years of age, the agency recommends that all children, regardless of their age, be protected by an approved child restraint system that is appropriate to the child’s size and weight. Based on FAA tests, the agency recommends that:

- children weighing under 20 pounds be restrained in an approved rear-facing CRS;
- children weighing 20-40 pounds should use an approved forward-facing CRS;
- children weighing over 40 pounds should use the standard lap belt that is attached to all airline seats.

On June 4, as part of the FAA’s effort to enhance child safety, the FAA banned the use of booster seats, and harness and vest child restraints aboard all U.S. air carriers. Tests showed that these devices, which provide an appropriate level of protection in automobiles, could cause unacceptable abdominal and head injuries to children involved in an aviation emergency.

For a complete list of FAA safety recommendations for air travel with children, travelers may call the agency’s consumer information hotline at 1-800-FAA-SURE.

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**Visit the FAA’s new *Turbulence Happens* passenger safety site via
World Wide Web at: <http://www.faa.gov>**

TURBULENCE happens.

AT-A-GLANCE

What: *Turbulence Happens* is an FAA-sponsored national public awareness campaign designed to educate Americans about airline passenger restraint and how to avoid injury caused by turbulence. *Turbulence Happens* multimedia campaign materials include a series of television, print and radio PSAs that FAA produced to publicize its safety message. Initial media elements of the campaign are being introduced to coincide with the busy holiday travel season.

Why: The campaign is being launched to raise public awareness that turbulence can cause injury to unrestrained passengers. Often unpredicted, turbulence can be created by atmospheric pressure, jet streams, mountain waves, cold or warm fronts, or thunderstorms. Turbulence can occur when the sky appears to be clear. The FAA strongly urges all passengers to follow important safety advice so that injuries can be avoided. Children weighing less than 40 pounds should be securely placed in an approved child restraint system. Children weighing over 40 pounds are urged to follow the same recommendation as all other passengers—keep their airplane seat belt fastened at all times.

How: The campaign is supported by several major aviation and child safety organizations, including the Association of Flight Attendants, Air Transport Association, National SAFE KIDS Campaign, and the National Safety Belt Coalition. In the next year, the FAA will work with travel, health, and consumer safety partners, to enhance its efforts to reach and educate all Americans about the importance of passenger restraint.

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

Federal Aviation Administration
Office of Public Affairs
1215 Jefferson Avenue, S.W.
Washington, D.C. 20591

TURBULENCE happens.

PARTICIPANT PROFILES

AIR TRANSPORTATION ASSOCIATION (ATA)

1301 Pennsylvania Ave. N.W., Suite 1100, Washington, D.C. 20004

The ATA was founded by a group of 14 airlines meeting in Chicago in 1936. It was the first, and today remains the only trade association for the principal U.S. airlines. In that capacity, it has played a major role in government decisions regarding aviation. The ATA has 22 U.S. airline members and three foreign-airline associate members which transport more than 95 percent of all passenger and cargo traffic in the U.S. The association represents the industry on major aviation issues and promotes safety by coordinating industry and government safety programs. It also serves as the focal point for industry efforts to standardize practices and enhance the efficiency of the air transport system. For information, call (202) 626-4000.

ASSOCIATION OF FLIGHT ATTENDANTS (AFA)

1625 Massachusetts Ave. N.W., Suite 300, Washington, D.C. 20036

The AFA is a labor union organized by flight attendants to negotiate contracts and advocate improvements to flight attendants' safety and health. The AFA is the largest flight attendant union in the world and serves as a voice for flight attendants in the workplace, in the media and on Capitol Hill. For information, call (202) 328-5400.

NATIONAL SAFE KIDS CAMPAIGN

1301 Pennsylvania Ave. N.W., Suite 1000, Washington, D.C. 20004-1707

Launched in 1988, the National SAFE KIDS Campaign is a program of the Children's National Medical Center in Washington, D.C. Its founding sponsor is Johnson & Johnson. The Campaign is unusual in its reliance on grassroots coalitions to achieve its goals and is the first nationwide organization to work to prevent childhood injuries. Since the Campaign's inception, 70 national organizations have joined the National Coalition to Prevent Childhood Injury (NCPPI), which supports the Campaign by involving its organizations in grassroots coalitions and providing technical advice on injury issues and public policy initiatives. More than 200 state and local coalitions have been formed in 50 states, the District of Columbia and Puerto Rico. For information, call (202) 662-0600.

NATIONAL SAFETY BELT COALITION

1019 19th Street N.W., Suite 410, Washington, D.C. 20036

The National Safety Belt Coalition, an affiliate of the National Safety Council, is a national network of organizations and individuals that promotes the lifesaving benefits of safety belts and child safety seats, and focuses on the importance of occupant-protection laws. The Coalition also reaches beyond traditional traffic safety organizations and invites any organization or individual concerned about saving lives, preventing injuries, and reducing the enormous economic impact of traffic crashes to join. The Coalition serves as a clearinghouse of information and materials, providing support and assistance in implementing highway safety programs, as well as useful materials, ideas, speakers and technical assistance. For more information, call (202) 296-6263.

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

Federal Aviation Administration
Office of Public Affairs
1215 Pennsylvania Ave., S.W.
Washington, D.C. 20591

TIPS FOR SAFE AIR TRAVEL WITH CHILDREN

Proper use of an approved child restraint system (CRS) on an aircraft enhances child safety in the event of turbulence or an accident. The Federal Aviation Administration (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:

- Ensure that your CRS has received FAA approval. Check for a label reading, "This restraint is certified for use in motor vehicles and aircraft."
- Check the width of your CRS. While airline seats vary in width, a CRS no wider than 16" should fit in most coach seats. Even if the armrests are moved out of the way, a CRS wider than 16" is unlikely to fit properly into the frame of the aircraft seat.
- Ask the airline if they offer a discounted fare for a child traveling in a CRS. Purchasing an airline ticket (discounted or full fare) for your child is the only way to guarantee that you will be able to use a CRS.
- Check with the airline to determine their busiest days and times. By avoiding these times, you are more likely to be on a flight with an empty seat next to you. In many cases, airlines will allow you to seat your child under two years of age in your CRS in the empty airplane seat without having to pay the airline fare for the child. Be sure to ask your airline for its policy regarding an empty seat.
- If you purchase a ticket for your child, reserve adjoining seats. A CRS must 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.
- If you need to change planes to make a connecting flight, it can be very challenging to transport a CRS, a child, and luggage through a busy airport. Most airlines will help parents make the connection if they can arrange for assistance in advance.

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 shoulder straps come out of the CRS seat back above the child's shoulders. Fasten the aircraft seat belt around the CRS as tightly as possible.

The FAA recommends that a child weighing:

- *under 20 pounds* be placed in a rear-facing CRS.
- *from 20 to 40 pounds* use a forward-facing child restraint. Although the safety technology of forward-facing child restraint systems in aircraft is still developing, current restraints offer dramatic improvements in protection compared to lap-held or unrestrained children.
- *over 40 pounds* may safely use an aircraft seat belt.

Reminders:

- Use an approved CRS when traveling to and from the airport, and when you arrive at your destination.
- While booster seats and harness vests enhance safety in automobiles, they are banned for use on aircraft. These devices may be checked as baggage.
- In the United States, supplemental lap restraints, "belly belts," are banned from use in both automobiles and aircraft.

For more information, call 1-800-FAA-SURE or access the FAA web site at <http://www.faa.gov>



U.S. Department of Transportation
Federal Aviation Administration

TURBULENCE
happens.



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

Biography

Linda Hall Daschle

The first woman to hold the post of acting FAA Administrator, Linda Hall Daschle has enjoyed a 20-year career in aviation that has ranged from weather observer to an airport and airline industry executive.

She embarked on her aviation career as a weather observer for the FAA while attending Kansas State University. Since then, she has held leadership positions with the American Association of Airport Executives, the Air Transport Association and the former Civil Aeronautics Board.

Nominated for the position of FAA Deputy Administrator by President Clinton and confirmed by the United States Senate in late 1993, her responsibilities include providing leadership and direction to a workforce of nearly 48,000 employees and administering an annual budget of over \$8 billion.



Through safety and security regulation, research and development, and the operation of the world's largest air traffic control system, the FAA plays a major role in the safety and efficiency of the aviation system. The Air Traffic Control (ATC) system is one of the few federal government services that is provided 24 hours a day, 365 days a year. Used by both civil and military users, today's ATC system handles an average of two flights per second.

Daschle's first assignment at the FAA was to help rescue the floundering Advanced Automation System program, the key element in FAA's ATC modernization efforts. Under her determined leadership, this program has been turned around, resulting in an estimated \$1.6 billion in savings, with the elements of the new program now being on-time and on-budget. She also directed an agency review of FAA oversight of new entrant carriers which has led to improved agency practices and congressional approval of additional safety inspectors for the agency.

She has also been a key figure in the agency's reform efforts. Under her leadership, FAA's non-safety workforce has been reduced by 5,000, saving an estimated \$600 million annually, while providing for targeted increases in the controller and inspector workforce. In addition, she was heavily involved in the development of a more productive and workable federal personnel and procurement system for the agency, and was the key negotiator for the Administration in legislation to reform FAA financing to help ensure future funding for the agency's critical safety and operational work.

For her work at the FAA—and her past aviation accomplishments—she has been the recipient of several honors and awards, including the prestigious Kansas Governor's Hall of Aviation Award.

She is married to Tom Daschle, Senator from South Dakota and Minority Leader of the U.S. Senate.

TURBULENCE happens.

CAMPAIGN KICK-OFF December 17, 1996

I. Welcome

- Linda Hall Daschle, Acting Administrator
Federal Aviation Administration

II. Introduction of Campaign Materials

- Linda Hall Daschle

III. Participant Remarks

- John Meenan, Vice President, Policy & Planning, External Affairs
Air Transport Association
- Mary Kay Hanke, International Vice President
Association of Flight Attendants
- Carole Guzzetta, Director
National Safety Belt Coalition
- Dr. Heather Paul, Executive Director
National SAFE KIDS Campaign

IV. Media Questions

V. Closing Remarks

- Linda Hall Daschle

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

Federal Aviation Administration
Office of Public Affairs
1400 Independence Avenue, S.W.
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TURBULENCE happens.

FACTS ABOUT TURBULENCE

Turbulence is air movement that normally cannot be seen and often occurs unexpectedly. It can be created by a number of different conditions, including atmospheric pressures, jet streams, mountain waves, cold or warm fronts, or thunderstorms. Turbulence can occur when the sky appears to be clear.

Current Federal Aviation Administration (FAA) Regulations require passengers to be seated with their seat belts properly fastened:

- when the aircraft leaves the gate and until it climbs after takeoff;
- during landing until the aircraft reaches the gate and comes to a complete stop; and
- whenever the seat belt sign is illuminated during flight.

In the aftermath of two serious turbulence events in June 1995, the FAA issued a public advisory to airlines urging the use of seat belts at all times when passengers are seated. The FAA concluded that the rules concerning seat belts did not require strengthening but that a public education initiative was necessary to encourage the use of seat belts.

Statistics:

- In non-fatal accidents, in-flight turbulence is the leading cause of injuries to airline passengers and flight attendants.
- Each year, approximately 58 airline passengers in the United States are injured by turbulence while not wearing their seat belts.
- On December 5, 1996, an American Airlines jetliner ran into clear-air turbulence over Colorado. Sixteen people suffered injuries, including a 7-month-old baby.
- From 1981 to November 1996, there were 252 reports of turbulence affecting major air carriers. As a result, two passengers died, 63 suffered serious injuries and 863 received minor injuries.
- Both of the fatalities in these incidents involved passengers who were not wearing their seat belts while the seat belt sign was illuminated.
- Of the 63 passengers who were seriously injured, 61 were not wearing their seat belts and 59 were not wearing their seat belts while the seat belt sign was illuminated.
- Two-thirds of turbulence-related accidents* occur at or above 30,000 feet.

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** The National Transportation Safety Board defines an accident as an occurrence associated with the operation of an aircraft in which any person suffers death or serious injury or in which the aircraft receives substantial damage.*



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

Federal Aviation Administration
Office of Public Affairs
1200 Independence Ave., S.W.
Washington, D.C. 20591



If There's Turbulence, Even The Most Loving Arms Can't Hold Him.

You make sure your carry-on bag fits overhead. You tuck your purse under the seat in front of you.

You secure your seat backs and tray tables in their upright position. Doesn't your *child* deserve the same protection? If there's unexpected turbulence during a flight, a **child safety seat** is the safest and most secure place for your little one. To learn more about safe air travel with children, call 1-800-FAA-SURE.



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happens.



Guess Which Body Was Not Designed To Withstand Turbulence?

The human body can do many wonderful things. To withstand unexpected turbulence, however, it needs some help—from a **safety belt**. Wear it buckled throughout the flight whenever *you* fly.

Then if turbulence happens, you'll come through with flying colors.

To learn more about safe air travel, call 1-800-FAA-SURE.



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U.S. Department
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ASSOCIATION OF FLIGHT ATTENDANTS AFL-CIO

1625 Massachusetts Avenue, NW, Washington, DC 20036-2212

PHONE 202•328•5400 FAX 202•328•5424

**Remarks of
Mary Kay Hanke, International Vice President
Association of Flight Attendants, AFL-CIO
December 17, 1996**

Good Morning. My name is Mary Kay Hanke of the Association of Flight Attendants. We represent 40,000 flight attendants at 26 airlines. I have been a flight attendant for 27 years.

We are pleased that the FAA is kicking off this campaign to educate airline passengers about the importance of passenger restraint systems. I want to thank Linda Daschle for her years of work making the skies safer.

Each day, flight attendants share the skies with millions of people—our passengers. It's our job to make sure passengers follow FAA rules and recommendations on the safest way to fly.

One of the most important rules on the airplane is for passengers to be securely restrained in their seats. Most passengers know that they are required to be buckled in during takeoff and landing, and when the seatbelt light is on. What some passengers don't realize is how important it is to leave their seatbelt securely fastened during the *entire* flight.

Unexpected turbulence has caused many injuries to passengers over the years. For flight attendants, turbulence is a major cause of workplace injury. Just two weeks ago, severe and sudden turbulence rocked a flight over Colorado. Sixteen people were injured, including two flight attendants. Although the seatbelt sign was on, none of the passengers interviewed were wearing their seatbelts.

One of those injured was a 7-month-old child who was sitting on his mother's lap. The mother was unhurt, while the baby suffered a minor head injury because he was unrestrained and she could not hold onto him when the turbulence occurred.

Although parents are allowed to hold their children under age two during flight, the Association of Flight Attendants strongly recommends parents use an approved child restraint device to secure their child. No parent can maintain their hold on a little child during severe turbulence or a crash. Flying unrestrained and in their parents' laps, these little travelers are at risk of injury and even death.

In the 10 years AFA has worked on this issue, our message remains: The safe way for adults, children and infants to fly is in a restraint system.

The Association of Flight Attendants will continue to work so that *every* passenger enjoys the highest level of safety possible.

INFLIGHT SAFETY PROFESSIONALS

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, December 18, 1996

Contact: Bob Ropelewski
(202) 267-8521

FAA STATEMENT REGARDING CARGO AIRCRAFT CONVERSIONS

"Recent Federal Aviation Administration inspections of converted cargo aircraft have revealed possible discrepancies in the designs and installation practices used in some of these conversions, which have been approved under FAA supplemental type certificates (STCs)," FAA Director of Aircraft Certification Thomas E. McSweeney said Wednesday.

"However, release of information on these inspections was premature and should not be taken as an indication of any particular course of action the FAA may pursue when the examination of these aircraft is complete," McSweeney said.

"The investigation of these potential discrepancies is in a very preliminary fact-finding stage. When completed, STC holders and aircraft operators will be contacted to discuss and present their views of the issues.

"Corrective actions, if needed, will be determined after these discussions and analyses are completed. It is estimated that these discussions will begin in late January," he said.

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Wednesday, December 18, 1996

APA 213-96

Contact: Eliot Brenner

Tele.: (202) 267-3883

**STATEMENT BY THE FAA AND TRANSPORTATION DEPARTMENT
ON VALUJET CHARTERS**

ValuJet has recently sought permission from the Federal Aviation Administration (FAA) to expand its operating fleet to West Palm Beach and Fort Myers in Florida, and Dallas-Fort Worth, but the agency has not at this time permitted the expansion.

Under the consent agreement of June 18, 1996, between ValuJet Airlines and the Federal Aviation Administration, the airline is required to seek authority from the FAA to expand beyond its current fleet of 15 aircraft.

Because ValuJet Airlines will be unable to serve customers who purchased tickets on flights the airline had sought authority to operate, the airline is seeking authority from the FAA and the Department of Transportation (DOT) to arrange charter services with other airlines, beginning Thursday, Dec. 19, and ending Jan. 6, 1997.

Currently, the DOT is reviewing ValuJet Airline's charter arrangements to ensure full compliance with FAA safety standards. Approval of any charter arrangements will be completed only when the FAA is satisfied that the arrangement meets the agency's safety standards. Additionally, the DOT will only approve charter service conditioned on consumer notification of the substitute charter service, and refunds being provided to passengers who request them.

Also, ValuJet Airlines has been advised to cease selling tickets for any new service after Jan. 6, 1997, until the matter is resolved.

The FAA and the DOT have been informed by ValuJet Airlines that it had sold 15,000 tickets for flights between Dec. 19 and Jan. 6 the airline had not received approval to operate.

ValuJet passengers holding reservations for service to or from West Palm Beach, Fort Myers and Dallas-Fort Worth should contact the airline for further information.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, December 23, 1996

APA 214-96

Contact: Fraser Jones
(202) 267-3883

FAA AWARDS CONTRACTS TO RAYTHEON AND LOCKHEED MARTIN TO INSTALL SECURITY EQUIPMENT

WASHINGTON -- The Federal Aviation Administration (FAA) today awarded two contracts, valued at \$2.5 million each, to Raytheon Service Company of Burlington, Mass., and Lockheed Martin C2 Integration Systems, of Manassas, Va., to plan, design and provide engineering and management services required to integrate and install advanced technology security equipment at up to 77 United States airports.

The FAA is procuring hundreds of sophisticated explosives detection devices and other advanced security equipment, including bulk explosives detection systems for examining checked baggage and trace explosives detection equipment for scanning electrical equipment and carry-on luggage. The FAA formed an integrated product team (IPT) on Oct. 30, which includes aviation industry representatives, to plan and execute the procurement and installation of advanced security equipment. The equipment will be owned and operated by the air carriers.

"The White House and the Congress asked the FAA to move quickly, and we've responded," said George Donohue, the FAA's associate administrator for research and acquisitions. "The IPT has done a tremendous job establishing the requirements for these procurements and letting the contracts in a very short time."

It will be Raytheon and Lockheed Martin's job to oversee the installation of equipment, conduct acceptance testing, and train the personnel to operate and maintain the devices. Raytheon and Lockheed Martin also will be responsible for collecting operational data and analyzing the performance of the equipment, as well as evaluating the impacts of the new security equipment on air carrier and airport operations.

- more -

Due to the urgency and complexity of the requirements, and the large number of airport locations where equipment will be installed in a short period, two contracts have been awarded to expedite completion of the program.

The FAA also has procured 30 trace detection systems at a cost of about \$2.5 million for installation at security screening checkpoints for test and evaluation prior to a major procurement of approximately 450 units. The systems will be installed at most of the nation's largest airports.

The White House Commission on Aviation Safety and Security recommended the FAA purchase and widely deploy "significant numbers" of explosive detection systems in an effort to provide greater security for the flying public. Congress provided \$144 million in a supplemental appropriation to the FAA's fiscal year 1997 budget to purchase and install the systems.

The competitive contracts to install security equipment cover a period of one year, with an option to extend the contract for a second year. Including options, the value of the contract totals approximately \$32.9 million.

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Monday, December 23, 1996

APA 216-96

Contact: Rebecca Trexler

Tel.: (202) 267-8521

FAA CLEARS SANTA FOR TAKEOFF

Santa Claus has been given a "thumbs up" by the Federal Aviation Administration (FAA) to begin his annual trek around the world on Christmas Eve. After a special annual inspection, the FAA certificated Santa's sleigh, reindeer and other equipment as being in peak working order.

Members of the FAA team also had Santa perform a check ride to evaluate his skill in handling the sleigh and reindeer when making tricky rooftop maneuvers. A special exemption allows Santa to fly below the regulated 1,000 feet minimum across the United States.

Santa holds current medical and pilot's certificates. His sleigh, tail number N-H0H0, has state-of-the-art equipment including a GPS receiver and the latest in deicing gear. Even though Saint Nick is instrument-rated, Rudolph's nose was tested for visibility in heavy fog. And in a nod to the FAA's "Turbulence Happens" passenger safety campaign, Santa has directed all elves weighing less than 40 pounds to secure themselves in an approved child restraint system to guard against injuries if the flight encounters rough air. Santa himself will remain buckled up at all times during flight, not just on takeoff and landing.

"I don't envy Santa," said Acting Federal Aviation Administrator Linda Hall Daschle. "He has a lot of airspace to cover in a very short time. The FAA is making every effort to ensure Santa makes his rounds safely and securely. All the stops have been pulled out to ease his extremely difficult and lengthy trip around the globe."

Santa has already filed his flight plan. The FAA, with other nations and air traffic controllers around the world, will be keeping a watchful eye — as they do with all aircraft — as he makes his rounds. Mrs. Claus is confident Santa's journey will run safely and on time.

"The FAA does everything possible to make sure Santa and all the public have the safest skies," said Daschle. "We are very pleased to note that Santa always chooses to fly."

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*An electronic version of this news release is available via the
World Wide Web at: <http://www.faa.gov>*

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, December 26, 1996

APA 217-96

Contact: Les Dorr, Jr.

Telephone: 202/267-8521

FAA SELECTS COMSAT FOR WAAS SATELLITE COMMUNICATIONS LINK

The Federal Aviation Administration (FAA) has selected COMSAT Mobile Communications, Bethesda, Md., to provide satellite communications services for the Wide Area Augmentation System (WAAS). The contract, a key part of the WAAS program, will help pilots begin using the system for precise navigation information in December 1998 — right on schedule.

Under the contract, which could be worth up to \$100 million if all options are exercised, COMSAT Mobile Communications will furnish satellite and uplink services for both WAAS and the National Satellite Test Bed (NSTB) at the FAA's William J. Hughes Technical Center in Atlantic City, N.J. Ground stations needed for the satellite services are included in the contract. Initial contract length is five years, seven months, with five years of options.

The COMSAT contract is essential because it leases communications links on the Inmarsat-3 Atlantic Ocean Region-West and Pacific Ocean Region satellites. The "transponders" (relay devices) on these satellites provide the only space-based links available in time to meet the WAAS initial completion date of December 1998.

The contract also provides two uplinks for the Functional Verification System -- a "mini-WAAS" of five stations used for testing purposes -- and four uplinks for the operational WAAS. For the NSTB, the contract provides continuing lease of uplink facilities and communications channels on two Inmarsat-2 satellites and optional addition of uplinks.

- more -

WAAS is the first planned augmentation to the Global Positioning System (GPS) for aviation purposes. When operational, WAAS will let aircraft use GPS for all phases of flight from en route down to Category 1 precision approaches. It also will provide very important information about the status of the entire GPS satellite constellation and will be able to detect and ignore any corrupt or inaccurate signals.

For users of the U. S. aviation system, WAAS will mean more direct routing of aircraft, saving time, fuel and money. It will become the primary means of navigation in U.S. airspace, allowing the FAA to decommission much of the older, expensive-to-maintain equipment based on an earlier generation of technology. WAAS also will make precision approach capability available at nearly all airports in the nation.

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World Wide Web at: <http://www.faa.gov>*

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Thursday, December 26, 1996

APA 218-96

Contact: Fraser Jones
(202) 267-3883

FAA PURCHASES 54 STATE-OF-THE-ART EXPLOSIVE DETECTION SYSTEMS

WASHINGTON -- The Federal Aviation Administration (FAA) today awarded a \$52.2 million contract to InVision Technologies to acquire 54 FAA-certified, state-of-the-art CTX-5000 SP explosive detection systems.

"This is an important step in our continuing effort to counter terrorism. This explosive detection technology is the world's best, and we are moving swiftly to put it in place at America's busiest airports," said Acting FAA Administrator Linda Hall Daschle.

The fixed price contract calls for the Foster City, Calif., company to deliver the first unit in January 1997. Under terms of the contract, InVision will build the units and deliver them to the FAA at a rate of 54 over the next 12 months. The government has the option to purchase additional systems in the second year, bringing the value of the contract, with options, to \$110.9 million.

The CTX-5000 SP is the first and only explosive detection system certified by FAA for inspecting checked baggage. The system will be installed at the nation's largest and busiest airports. For reasons of security, the FAA will not divulge the deployment schedule or locations of the units at this time.

The FAA first certified InVision's CTX-5000 system in December 1994, and the improved CTX-5000 SP in July 1996. To date, they are the only detection systems that have passed FAA's rigorous certification tests.

In its September 9 interim report, the White House Commission on Aviation Safety and Security, headed by Vice President Al Gore, recommended the federal government purchase significant numbers of computed tomography detection systems, automated X-rays and other innovative systems.

-more-

Congress allocated \$144 million in FAA's 1997 fiscal year budget, and the FAA formed an integrated product team in October to plan, purchase and install the sophisticated equipment at many of the nation's busiest airports.

Developed with FAA support, the CTX-5000 SP automatically screens bags for explosives using technology similar to medical CAT scans. The machine uses X-rays to map the objects inside a bag. It combines multiple views of the bag to create cross-sectional tomographic images or "slices." Next, the equipment analyzes the slices and identifies objects that might contain explosive materials. The system's computer then indicates an alarm, and reconstructs the slices and displays the images for the operator to evaluate. The entire process takes only seconds.

On December 23, the FAA awarded separate contracts under a competitive bid for engineering services to install and integrate the CTX-5000 SP machines into existing airport baggage systems. The FAA also is in the process of purchasing trace equipment, and has initiated procurements of automated X-ray machines and other innovative systems.

The advanced equipment that will be procured and placed in airports is only one part of the FAA's effort to improve security. These efforts include:

- hiring of 300 new FAA special agents in FY 1997;
- continued and accelerated use of aggressive inspections and enforcement actions to ensure industry compliance with security requirements;
- aggressive use of local airport consortia and other partnership meetings to help the aviation community face its security responsibilities and work out problems quickly;
- new rules to upgrade security requirements, such as those needed to certify screener companies and improve screener training; improve employment verification and background checks of airport employees; and to impose stiff penalties on individuals and companies that falsify security information.

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FAA News



Washington, D.C.

FACT SHEET

Bulk Explosives Detection

INVISION CTX5000SP

System Name: InVision CTX5000SP
Technology Name: Computed Tomography Detection System with prescan
Manufacturer: InVision Technologies
Foster City, CA

System Description: First FAA Certified Explosives Detection System
Dimensions: 14.5'L, 6.25'W, 6.75' H, 9300lbs.
Cost: \$900,000
Target: Wide range of bulk explosives
Analysis time: Seven to 15 seconds per bag in automated mode

Description: An Automated x-ray system. Computed Tomography uses CAT Scan technology from the medical field. The system takes slices after a prescanning x-ray informs the system of specific areas of interest. Random slices are also taken just to be sure. The system provides three dimensional views by observing slices across the inspection area. It can also display a full 3-D image when the maximum number of slices are completed. The operator is alerted by a blinking red light on the control panel console and the image of the suspect area is highlighted in red on the screen.

12/26/96

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, December 31, 1996

APA 219-96

Contact: Les Dorr, Jr.

Tel.: 202/267-8521

Dept. of Interior: Stephanie Hanna

Tel: 202/208-6416

REGULATIONS TO RESTORE NATURAL QUIET IN GRAND CANYON NATIONAL PARK

Secretary of Transportation Federico Peña and Secretary of the Interior Bruce Babbitt today announced a new regulation and a proposed rule designed to restore substantial natural quiet in Grand Canyon National Park.

Mandated by President Clinton in his April 22, 1996, Earth Day memorandum, the new rule takes major steps toward reducing aviation noise in the park. The Federal Aviation Administration (FAA) and the National Park Service (NPS), which worked together to develop the rule and proposal, recognize that excessive noise from commercial air tours can mar the natural experience visitors seek. At the same time, both agencies are working to ensure that the national parks remain accessible to all.

"The new rule and proposal strike an appropriate balance between our great desire to preserve natural tranquillity in this very popular park and the requests for sightseeing by air," said Secretary Peña. "We believe that reducing aircraft noise will make Grand Canyon National Park a more enjoyable place to experience and learn about nature."

"The final rule and the proposed rule, when all in place, will represent a significant step toward restoration of natural quiet at Grand Canyon National Park," Secretary of the Interior Bruce Babbitt said. "Together, they set in motion a process for restoring the peace and tranquillity that Americans value and should be able to experience along with the scenic beauty and vast landscapes of our precious natural parks. It is my hope that the hard work that has gone into establishing this process will become a template for other parks facing increasing noise problems from commercial overflight tours."

The new final and proposed rules work together to form an overall strategy that will reduce the impact of aircraft noise on the park.

-more-

The rule establishes new "flight-free" zones, modifies others and sets curfews for commercial sightseeing operations. It also caps the number of commercial tour aircraft that can fly over the park at essentially 1996 levels. The National Park Service estimates that there were 80,000-95,000 air tour flights over the park in 1996, rising from only a few hundred per year in the 1960s. The proposed rule outlines the phaseout of the use of noisier aircraft in the park.

By modifying the flight-free zones and proposing to phase out noisier aircraft, the rules make significant progress toward restoring the Grand Canyon's natural quiet by the year 2000.

To ensure that the rules provide a fair solution for all parties, the FAA and NPS are committed to joint development of a comprehensive noise management plan no later than five years from May 1, 1997. The plan will offer a flexible approach to noise mitigation and management, and will provide for full public involvement in resolving Grand Canyon overflight issues.

Electronic copies of the final and proposed rules for Grand Canyon National Park are available on the World Wide Web at the following addresses:

<http://www.faa.gov/avr/arm/nprm/nprm.htm> (FAA Office of Rulemaking)

http://www.access.gpo.gov/su_docs/aces/aces140.html (Federal Register search)

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World Wide Web at: <http://www.faa.gov>*