

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, February 1, 1996

APA 18-96

Contact: Liz Neblett

Tel.: (202) 267-8521

FIRST JOINT U.S.-CHINA AIRPORTS SEMINAR ANNOUNCED

Responding to the rapid and steady growth of aviation in China, the Federal Aviation Administration (FAA) agreed to be among the sponsors of the first joint China-U.S. Airport Development and Management Seminar. The four-day event -- scheduled from March 10-14 in Shenzhen, China -- is designed to promote American participation in the expansion and modernization of Chinese airports.

"China's aviation industry has grown at a rate of 20 percent every year for the past decade, putting tremendous pressure on its airports," said James Washington, FAA acting associate administrator for airports. "To meet the growing demands, China plans to upgrade most of its top 40 airports and construct at least 20 new ones in this decade alone. This seminar will serve as an informative backdrop for discussing airport expansion and modernization plans with the people who are planning to carry out those projects in the near future."

The U.S. and Chinese governments are working closely to promote the participation of American companies in the construction and financing of Chinese airports. U.S. firms are already involved in airport development in China. The seminar will provide a forum for U.S. aviation industry executives to interact with the managers of China's largest airports, as well as officials involved in airport planning, construction, and management. It will include presentations, exhibits, and one-on-one meetings.

The Chinese delegation will be led by General Administration of Civil Aviation of China (CAAC) Vice Minister Bao Peide, and Director General, Department of Capital Construction and Airport Regulation, Xu Cunxin.

Other sponsors of the seminar are the Department of Commerce, the American Association of Airport Executives (AAAE), International Association of Airport Executives, Airports Council International-North America, and the Shenzhen Airport Group.

- more -

Conference details and registration materials for U.S. firms that wish to participate can be obtained from AAAE, ATTN: Susan Lausch; 4212 King Street, Alexandria, VA 22302, telephone, (703) 824-0504 or FAX, (703) 820-1395. Space is limited, and early registration is strongly encouraged.

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

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE

Thursday, February 1, 1996

APA 96-19

Contact: Anthony Willett
(202) 267-3883

STATEMENT

AIR TRAFFIC CONTROL

The Federal Aviation Administration is committed to improving the efficiency and effectiveness of the agency's compensation plans and is aggressively pursuing options as part of its reform of personnel policies.

A 110-member personnel reform pay team, which includes representatives from the air traffic controllers' union and other FAA employees, was convened by the agency December 12 to work on reform issues, including pay, compensation and staffing. Congress provided the reforms, which are due to begin in April, as part of the 1996 Transportation Appropriations Bill.

The team will create a plan developed consistent with harsh budget realities in Washington, D.C., that allows the agency to hire where and when it needs to and buy equipment the same way a private company would. The agency anxiously awaits these recommendations and the opportunity to operate as a best-practices business.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, February 2, 1996

APA 20-96

Contact: Curtis Austin

Tele.: (202) 267-3479

FAA APPROVES NEXT STAGE OF EARLY ETOPS TESTS FOR BOEING'S 777 WITH GE90 ENGINES

The Federal Aviation Administration (FAA) today outlined the steps needed for Boeing and General Electric to start the next phase of the certification process for the GE90 engine equipped Boeing 777. This special testing is required to allow the twin-engine airplane to fly over oceans for up to three hours from the nearest airport. It is presently approved for flying only one hour from the nearest airport.

This phase, the 1,000-flight validation of the General Electric GE90-powered Boeing Model 777, must be successfully completed to support Boeing's request for the early over-water designation -- called Extended-Range Twin-Engine Operations (ETOPS). It is expected that this test phase will take over four months to complete.

"The early ETOPS certification program requires successful completion of a combination of extensive evaluations and ground and flight tests that have been specifically developed to substantiate aircraft readiness for extended-range operations," said Anthony J. Broderick, associate administrator for Regulation and Certification.

The next step in the current program for the GE90 will be the start of the 1,000-flight portion of the special requirements for early ETOPS. This phase is intended to duplicate the operation of the Boeing Model 777 during 1,000 simulated airline ETOPS flights under carefully controlled and monitored test conditions over a wide range of operating conditions. In addition to this testing, information on any relevant service difficulties encountered by in-service GE90-powered Boeing 777 aircraft will be analyzed. It is expected that, at the completion of this test phase, the GE90-powered Boeing 777 will have accumulated some 10,000 additional revenue-service flights on British and China Southern airlines.

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It is expected that the 1,000-flight validation will begin in late February or early March, depending on the time needed by Boeing and GE to provide data required by FAA before the tests begin.

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*An electronic version of this release 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, February 7, 1996

APA 21-96

Contact: Alison Duquette

Tel.: (202) 267-8521

MEDIA ADVISORY

**FAA, INDUSTRY AND LABOR TO RELEASE
AVIATION SAFETY PLAN FOR 1996**

The Federal Aviation Administration (FAA), industry and labor will release the "Aviation Safety Plan" for 1996 at 11:00 a.m. on Thursday, February 8. The updated plan continues the partnership begun at last year's Aviation Safety Summit and outlines new safety initiatives and priorities for 1996.

Participants will include:

- David R. Hinson, Administrator, FAA;
- Al Prest, vice president, operations, Air Transport Association;
- John O'Brien, director of engineering and air safety, Air Line Pilots Association; and
- Walter Coleman, president, Regional Airline Association.

Location:

Federal Aviation Administration
Room 9ABC
800 Independence Avenue, S.W.
Washington, D.C.

Reporters who are unable to attend may listen by calling the FAA's phone bridge -- 1-800-226-6588 -- at least 5-10 minutes prior to the 11:00 a.m. media briefing.

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

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, February 7, 1996

APA 22-96

Contact: Bob Hawk

Tel.: (202) 267-3476

**STATEMENT
BY FEDERAL AVIATION ADMINISTRATION
ON DOMINICAN REPUBLIC ACCIDENT**

In accordance with International Civil Aviation Organization (ICAO) protocols, the National Transportation Safety Board (NTSB) is the accredited U.S. representative in investigations involving non-U.S. air carriers. This is the case in the investigation initiated by the Dominican Republic government in connection with today's accident.

The U.S. has been invited to participate in the investigation and the NTSB will be the lead agency, supported by the Federal Aviation Administration (FAA). Since the accident is under investigation, the FAA cannot comment further.

Inquiries about the accident may be directed to the Dominican Republic's civil aviation authority -- Direccion General de Aeronautica Civil, at (809) 221-7909.

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<http://www.faa.gov/apa/apahome.htm>*

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, February 8, 1996

APA 23-96

Contact: Alison Duquette

Tel.: (202) 267-8521

FAA JOINS AVIATION INDUSTRY AND LABOR TO RELEASE AVIATION SAFETY PLAN FOR 1996

In a joint news conference today, aviation leaders from industry, labor and government released their second "Aviation Safety Plan," confirming its initiatives to achieve the national *zero accidents* goal. The updated plan continues the partnership begun at the January 1995 Aviation Safety Summit and outlines new safety initiatives and priorities for 1996 established at the second summit in December 1995.

"We are on the threshold of some very exciting developments in aviation that can help make what is already an excellent safety record a perfect one," said Al Prest, vice president, operations, for the Air Transport Association (ATA). "Last year's Aviation Safety Summit fostered a spirit of cooperation and a climate of public accountability that I am confident will expedite the many excellent safety initiatives underway."

The United States operates the safest and most complex air traffic system in the world. The number of passengers traveling on U.S. carriers is predicted to grow by more than 50 percent over the next 10 years. Worldwide passenger growth is expected to be even greater. Accident rates today are half what they were one decade ago.

Federal Aviation Administration (FAA) Administrator David R. Hinson said, "When we came together last year, we recognized that our goal of *zero accidents* is ambitious and requires a new approach but it is the only acceptable standard of safety. We now have created an entirely new structure in which safety issues are addressed and solutions are sought jointly by all parties who have a stake in ensuring the safety of our skies. I applaud industry and labor for leading this ambitious effort to improve safety."

- more -

John O'Brien, Air Line Pilots Association (ALPA) director of engineering and air safety, said, "The Aviation Safety Plan represents the best efforts of government, industry, and labor to develop a course of action based solely on safety issues. This is exactly the kind of approach we must take if we are serious about the goal of *zero accidents* in commercial air transport. If you look at the top priority issues that were identified as part of the plan, I would say we are on course toward meeting that goal."

Walter Coleman, Regional Airline Association (RAA) president, said, "U.S. airlines, their customers and other aviation interests are well-served by the safety initiatives described in the 1996 Aviation Safety Plan."

The "Aviation Safety Plan," a result of a December meeting of the nation's top aviation safety experts, outlines priorities and new initiatives in six areas: crew training; air traffic control and weather; safety data collection and use; applications of emerging technologies; aircraft maintenance procedures and inspections; and development of flight operating procedures. Highlights of high priority initiatives include:

- Accelerate the implementation of the Advanced Qualification Program (AQP) to improve training for crew members, flight attendants, aircraft dispatchers, instructors and evaluators;
- Develop a pamphlet to explain standard phraseology used by pilots and air traffic controllers;
- Develop a process to collect, analyze and disseminate safety data through the use of Flight Operations Quality Assurance (FOQA) programs;
- Improve runway incursion technology;
- Through the newly formed FAA Weather Office, establish service standards for weather observation at terminals and sponsor research and development projects to improve forecasting capabilities;
- Increase the use of emerging technologies, such as the Global Positioning System (GPS), with increased emphasis on human factors;
- Use emerging technologies to detect clear air turbulence to prevent turbulence injuries and accidents;
- Improve aviation maintenance through partnership programs and guidance materials; and
- Create an industry forum for the development and refinement of flight operating procedures.

The initiatives in the "Aviation Safety Plan" will be continually addressed during the coming year by workshops composed of representatives from industry, labor and government. The plan will be reviewed at the end of 1996 and updated again in early 1997. Copies of the plan are available upon request.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, February 13, 1996

APA 25-96

Contact: Marcia Adams

Tel.: (202) 267-3488

FAA TO HOLD MEDIA BRIEFING ON FEBRUARY 13

The Federal Aviation Administration (FAA) will hold its monthly media briefing on Tuesday, February 13, at 11 a.m., in conference room 9ABC, FAA Headquarters, 800 Independence Ave., S.W., Washington, DC.

Speakers at the briefing will include Anthony Broderick, associate administrator for Regulation and Certification; Frank Weaver, associate administrator for Commercial Space Transportation; and Barry Valentine, assistant administrator for Policy, Planning & International Aviation.

All media are invited, but because of 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
Tuesday, February 13, 1996

APA 25-96
Contact: Marcia Adams
Tel.: (202) 267-3488

CORRECTED COPY

FAA TO HOLD MEDIA BRIEFING ON FEBRUARY 13

The Federal Aviation Administration (FAA) will hold its monthly media briefing on Tuesday, February 13, at **10 a.m.**, in conference room 9ABC, FAA Headquarters, 800 Independence Ave., S.W., Washington, DC.

Speakers at the briefing will include Anthony Broderick, associate administrator for Regulation and Certification; Frank Weaver, associate administrator for Commercial Space Transportation; and Barry Valentine, assistant administrator for Policy, Planning & International Aviation.

All media are invited, but because of 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

Tuesday, February 13, 1996

APA 27-96

Contact: Curtis Austin

Tele.: (202) 267-3479

NEW RULES CREATE COMMON SET OF CERTIFICATION STANDARDS FOR U.S. & EUROPEAN SMALL AIRPLANES

The Federal Aviation Administration (FAA) and the European Joint Aviation Authorities (JAA) have developed a common set of standards for newly designed U.S. and European small airplanes that will include additional safety equipment and simplify the certification process.

The new rules represent the first comprehensive regulatory harmonization package that has been accomplished by the Aviation Rulemaking Advisory Committee (ARAC).

"These new rules help facilitate international airworthiness approval," FAA Administrator David R. Hinson said. "I commend and thank ARAC for its hard work in creating harmonization between the FAA and JAA regulations for type certification of small airplanes." Hinson said the new rules underline what can be accomplished when the aviation community undertakes aviation safety as a shared responsibility.

The package of regulations applies to any new-type models of small airplanes -- airplanes weighing less than 12,500 pounds. The rules would require new models seeking certification to have among their equipment such items as: a takeoff warning system, to ensure the airplane's wing flap settings are in the proper position before takeoff; fire-proof materials and better fire protection in the cargo and baggage compartments; and stronger windshields to protect against bird strikes. Models already certificated would not be affected by the new rules.

-- more --

The new rules arise from the joint effort of the FAA and the JAA to make the FAA's Federal Aviation Regulations (FAR) and the JAA's Joint Aviation Regulations (JAR) compatible for small airplanes seeking type certification. An ARAC committee, including European authorities, European and U.S. industry representatives, and FAA personnel reviewed differences in the FAR and JAR rules for certification of small airplanes and came up with an agreement on how to resolve the variances that was acceptable to both the FAA and JAA.

Chartered by the FAA in February 1991, ARAC is comprised of 64 aviation organizations representing the entire aviation community, including air carriers, airports, manufacturers, general aviation groups, labor groups, environmental groups, universities, corporations, associations, public interest groups and FAA representatives.

Hinson noted that in addition to increasing safety through nearly uniform design safety standards between the FAA and the 23-member-nation JAA, the new rules will reduce the burden on U.S. airplane manufacturers by relieving them of the need to comply with one design standard for the U.S. and a different standard for each country that is a member of the JAA.

The effective date for the new rules is 30 days after their publication in the Federal Register. The new rules will affect only type certificate applications submitted after the effective date.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, February 13, 1996

APA 26-96

Contact: Curtis Austin

Tel.: (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 the capability of five countries to provide safety oversight of their air carriers that operate in the United States. These countries are: Czech Republic and Jordan; which comply with international safety standards; Swaziland and Zimbabwe; which do not comply with international aviation safety standards; and Poland, rated as conditional.

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

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

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 Nation's technical agency for aviation which establishes international standards and recommended practices for aircraft operations and maintenance.

-- more --

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: does comply with ICAO standards, conditional, and 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 they arrange to have their flights conducted with a duly authorized and properly supervised foreign 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.

-- more --

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 release can be obtained via the World Wide Webb at:
<http://www.dot.gov/affairs/index.htm>

2/13/96

**FAA Flight Standards Service
International Aviation Safety
Assessment Program (IASA)**

NUMBER	COUNTRY	CATEGORY
1	Argentina	1
2	Aruba	2
3	Australia	1
4	Bahamas	1
5	Bangladesh	1
6	Belize (no current operators)	3
7	Bolivia	2
8	Brazil	1
9	Brunei Darussalam	1
10	Bulgaria	1
11	Chile	1
12	Colombia	2
13	Costa Rica	1
14	Czech Republic	1
15	Dominican Republic (no current operators)	3
16	Ecuador	2
17	El Salvador	1
18	Fiji	1
19	Gambia (no current operators)	3
20	Ghana (no current operators)	3
21	Guatemala	2
22	Guyana	1A
23	Haiti	3
24	Honduras (no current operators)	3
25	Hungary	1
26	Israel	1
27	Jamaica	2
28	Jordan	1
29	Kiribati (no current operators)	3
30	Marshall Islands	1A
31	Mexico	1
32	Nauru	1
33	Netherlands Antilles: Curacau, St. Martin, Bonaire, Saba, St. Eustatius) -	1
34	New Zealand	1
35	Nicaragua (no current operators)	3
36	Oman	1
37	Organization of Eastern Caribbean States (OECS) covers: Anguilla, Antigua & Barbuda, Dominica, Grenada, Montserrat, St. Lucia, St. Vincent and The Grenadines, St. Kitts and Nevis - UD-DT	1A
38	Panama	1
39	Paraguay (no current operators)	3
40	Peru	2
41	Phillipines	2
42	Poland	2
43	Romania	1
44	South Africa	1
45	Swaziland (no current operators)	3
46	Trinidad & Tobago	2
47	Turkey	2
48	Ukraine	1
49	Uruguay (no current operators)	3
50	Uzbekistan	1
51	Venezuela	2
52	Western Samoa	1
53	Zaire (no current operators)	3
54	Zimbabwe (no current operators)	3

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, Feb. 16, 1996

APA 28-96

Contact: Marcia Adams

Tel.: (202) 267-3488

OFFICE OF COMMERCIAL SPACE TRANSPORTATION TO HOLD PUBLIC MEETING ON FEB. 20

The Federal Aviation Administration's (FAA) Office of Commercial Space Transportation will conduct a public meeting to assess future launch requirements and space transportation needs to support Low Earth Orbit (LEO) market demands. It will be held on Feb. 20 from 9 a.m. to 12:30 p.m., at the U.S. Department of Transportation, 400 7th Street, SW., Washington, D.C., Room 2230.

The commercial space office participates in various working groups to improve space transportation. "This meeting is an extension of those efforts and will enhance our work with the Office of the U.S. Trade Representative on negotiation of commercial space launch trade agreements between the U.S. and other countries that offer commercial space launch services," said Frank Weaver, associate administrator for Commercial Space Transportation.

The data and information gathered from this meeting will be used to update two previous LEO market studies in March 1994 and May 1995. The information will also be used to project the number of LEO payloads that will be launched between 1995-2010; assess the type of services that will result from LEO satellite; and project the revenues that these systems may generate.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, February 20, 1996

Contact: Sandra Allen
(202) 267-3333

STATEMENT BY FAA ADMINISTRATOR DAVID R. HINSON

I will not tolerate abuse of agency programs by employees--not now or in the future. Actions were immediately taken to tighten managerial control and oversight after receiving the preliminary recommendations. In fact, after receiving the report's preliminary recommendations last month, we already have implemented or are planning to implement 18 of the 26 recommendations cited in the Inspector General's (IG) report. For example, we have strengthened and clarified existing guidelines, reinforced standards of ethical conduct, and established more stringent controls and monitoring over these trips. I have directed a task force to review the eight remaining recommendations and to submit a report within 30 days.

The flight familiarization programs reviewed by the IG's report are important components in our overall effort to reach zero accidents, and the IG's recommendations will help eliminate any future abuses of these programs.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, February 21, 1996

APA 29-96

Contact: Sandra Allen

Tel.: (202) 267-3883

STATEMENT
BY FEDERAL AVIATION ADMINISTRATION
ON AVIATION MEDICAL EXAMINERS

The Federal Aviation Administration (FAA) takes seriously and is pursuing vigorously the allegation of improper oversight by two aviation medical examiners.

We have formally requested from KCBS-TV in Los Angeles all the information they have obtained that deals with the issuance of medical certificates by aviation medical examiners.

Any information that could affect aviation safety must be turned over to the FAA for immediate investigation.

Based on the information we now have and expect to receive, we are launching a comprehensive investigation into this matter.

FOR Request
ONLY!

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, February 22, 1996

APA 34-96

Contact: Sandra Allen
(202) 267-3883

FAA TO HIRE 100 CONTROLLERS IN 96; ADDITIONAL 500 MAY BE HIRED IN 97

The Federal Aviation Administration today announced that it will hire 100 controllers in 1996 and as many as 500 controllers in 1997. Confirming its intent to address staffing needs at key air traffic control facilities, the FAA expects the majority of its new-hires to be experienced controllers, formerly members of the Professional Air Traffic Controllers Organization (PATCO). The additional hiring will augment staffing at key facilities, compensate for annual attrition and develop a pipeline to replace controllers who retire in the future. The FAA estimates it will require 250 replacement controllers each year to compensate for normal attrition and retirements.

In making these targeted investments to improve the operation of the air traffic control system, FAA Administrator David Hinson said, "This hiring continues the positive efforts of the Clinton Administration to ensure the safe and efficient operation of the air traffic control system. We have revitalized the ailing air traffic control modernization effort and are implementing an action plan to address equipment interruptions. The American public can be assured that we will continue these aggressive actions."

Pledging to give fair consideration for new openings to former PATCO controllers, Hinson said the FAA will institute a process by which every job will be evaluated on objective criteria, including whether there is a need for trainees to form a pipeline of experience or whether there is need for experienced controllers who can start in fewer months of training.

Hinson said Congress has approved funding for the 100 controllers expected to be hired in 1996. President Clinton will request from Congress funding to hire as many as 500 additional controllers in FY 1997.

On August 13, 1993, President Clinton lifted the ban on hiring former PATCO members, allowing former PATCO controllers to compete on an equal basis for new openings. The FAA in 1995 hired approximately 40 former PATCO members. These controllers have been assigned to New York, Honolulu, and Oakland, CA.

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FOR Request
ONLY!

FAA News



FOR IMMEDIATE RELEASE

APA 35-96

Contact: Sandra Allen

Tele.: (202) 267-3333

STATEMENT ON *NEW YORK TIMES* ARTICLE REGARDING ALCOHOL TESTING OF PILOTS

There is no greater concern to the Federal Aviation Administration (FAA) than the medical competence of the pilots who transport America's flying public. We have long recognized that misuse of alcohol by flight crew members poses a serious threat to aviation safety.

This concern has spurred us to launch such initiatives as: random drug testing; a medical certification program that regularly requires medical examination of pilots; a match program with the National Driver Register (NDR) that requires the FAA to be informed of alcohol-related driving offenses that pilots have committed; human intervention programs to identify employees with alcohol problems and provide them with treatment; an alcohol misuse prevention program, and education outreach programs to ensure that airmen are aware of the dangers of alcohol abuse.

As a result of the comprehensive nature of the FAA medical program, the pilot mentioned in *The New York Times* article was the subject of not one or two, but three separate reviews of his medical condition, including a psychological evaluation specifically directed at determining whether or not he had an alcohol dependence. These examinations found him medically competent to fly. New information provided in the *Times* article has prompted us to launch a further investigation of this pilot.

The FAA vigorously investigates any tips we receive on alcohol or drug misuse. Each year we receive approximately 100 tips in our medical certification division. Our commitment to prevent alcohol misuse is evident in the creation of the NDR Match Program. Federal law pertaining to that program prohibits the FAA from sharing NDR information with the airlines.

- more -

U.S. Rep. John J. Duncan, Jr. (R-Tenn.), chairman of the House Aviation Subcommittee, is working on a bill to address the issue of pilot record sharing. We have recommended that this legislation include the necessary legal mechanisms to allow airlines to have access to the NDR. Airline access to pilot records, including NDR information, will provide us with another valuable tool as we continue our quest for zero accidents

Further, the FAA requires that pilots not only be technically and medically competent to fly, but also that they have "good moral character." Because of the pilot's pattern of license revocations, we also will be exploring to determine if this issue applies to this particular case.

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FOR Request
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FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Thursday, February 22, 1996

APA 30-96

Contact: Sandra Allen

(202) 267-3883

FAA STATEMENT ON BUDGET, PERSONNEL REDUCTIONS

The Federal Aviation Administration is facing budget cuts. The fiscal resources of the entire U.S. government are being scrutinized across the board as Congress apportions budget and staffing levels amongst all federal agencies. The FAA has worked along with other government organizations to continue to meet the expanding needs of the American taxpayer in the face of continuously shrinking budgetary allotments.

The 1996 appropriations bill prompts fiscal restraint on the FAA's part. The appropriations bill specifically requires staffing cutbacks in the agency's public affairs, personnel and administrative employment rolls. Of its own accord, the FAA has been reducing its public affairs staffs steadily since 1994. In the past two years, the agency reduced its public affairs staffing from nearly 90 to 52. In this year's appropriations bill, Congress directed a further cut, from 52 to 32 public affairs employees nationwide.

The impact that this cutback is having on the lives of our employees is unfortunate. We regret that it may result in a reduction in force, with some employees becoming separated from the agency. We are obligated to comply with the very clear and direct Congressional mandate to reduce public affairs staffing. The agency has been active in attempting to find these individuals other employment opportunities.

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Thursday, February 22, 1996

APA 31-96

Contact: Anthony Willett
(202) 267-3883

SWIFT ACTION BY CONTROLLERS MINIMIZES WASHINGTON NATIONAL POWER PROBLEM

The failure of a back-up power system at 7:39 a.m. today resulted in only three aircraft delays, as controllers immediately switched to back-up emergency radios to maintain contact with aircraft. A replacement generator was put in place within 90 minutes, returning air traffic operations to normal. Radar and computer automation equipment were not affected.

Controllers also utilized additional radio frequencies from nearby Andrews Air Force Base to maintain contact with aircraft. Additionally, controllers slowed arrival rates into National Airport from adjoining facilities to 20-miles "in-trail," a technical term denoting the amount of traffic fed into an airport by controllers outside Washington.

"Our fast response is a tribute to the professionalism of the controllers, technicians and area traffic managers," said FAA Deputy Administrator Linda Hall Daschle. "They responded quickly, and the back-up system was on-line before 9 a.m."

Agency contingency plans were put in place immediately. Technicians from the agency and the Metropolitan Washington Airports Authority moved quickly to replace the generator. Controllers moved to alternate communication plans, and preliminary reports indicate that radio contact was maintained continuously.

(more)

The transmitter system was relying on back-up power because of a break in a 6,000-foot power cable that runs under the runway. The back-up system, an engine generator, failed because of a faulty fuel pump. That cable is expected to be replaced this week. Excluding a brief ground stop of aircraft at National, the arrival rate this morning remained at approximately 40 aircraft per hour, which is normal for operations in poor weather conditions. Of the three delays, the maximum delay lasted 23 minutes.

The agency continues with its aggressive plan to modernize air traffic control equipment. The agency deployed approximately 1,500 new pieces of equipment to the field last year alone. The agency also is working aggressively to respond to recommendations made by an independent panel of experts to improve FAA power systems.

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

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Thursday, February 22, 1996

APA 33-96

Contact: Les Dorr, Jr.

Tel.: (202) 267-8521

FAA ACQUISITION REFORM UP FOR COMMENT ON WORLD WIDE WEB

The Federal Aviation Administration (FAA) has placed a draft of its new Acquisition Management System on the World Wide Web to obtain comments that will help shape the final system that will be effective April 1.

The document describes the major features of the new, streamlined acquisition system, which the FAA expects will cut in half the time to field new equipment, reduce the cost of the process to the FAA and industry, and increase the agency's accountability and responsiveness. Interested parties will be able to send comments electronically to the FAA and review the comments of others.

Congress directed the FAA to design and implement the new system in the FY1996 Transportation Appropriations bill. Such direction is consistent with the Clinton administration's National Performance Review, which advocated fundamental changes in the way the FAA conducts business.

"Congress, the administration and we at the FAA all agree that air traffic modernization can be done more quickly and less expensively," said George L. Donohue, associate administrator for research and acquisitions. "We are working to design a new system that seeks a proper balance between the best industrial practices and the responsibilities of a federal agency."

The draft document outlines the key elements of FAA acquisition reform and details a streamlined, less expensive procurement process for the agency and industry. It also points out that the reforms will not achieve their full benefits without a stable, flexible source of funding that will grow as the FAA's workload increases, such as provided in the principles of the McCain-Ford-Hollings bill now being considered by Congress.

-more-

The team of FAA employees developing the acquisition reforms has drawn from the most innovative ideas in government and the private sector to design systems that would be effective for the FAA and the aviation community.

The proposed package stresses flexibility, time sensitivity and a preference for commercial or non-developmental solutions to the FAA's needs. It would rely on individuals responsible for acquiring new systems to use their expertise and knowledge in selecting the right contracting mechanism for various types of procurements -- everything from a single computer to a large automation system.

The preferred method of procurement would be to compete requirements among two or more sources. Contracting with a single source would only be permitted when it is in the FAA's best interest, eliminating the cumbersome justification for noncompetitive actions.

The new acquisition system would rely more than ever on continuous dialogue between the FAA and its suppliers during procurement. Both the agency and bidding contractors would make maximum use of electronic media such as videotapes, computer disks and the Internet. The FAA believes this process will significantly reduce the number of protests filed.

When protests do occur, the FAA proposes to handle them using alternative dispute resolution methods. Relief from the current protest procedures is expected to save an average 320 person days and \$100,000 per action.

A critical part of the acquisition reform effort would be continuous education and training for the FAA acquisition workforce. This learning program will ensure that employees have the opportunity to maintain and improve their skills relevant to the acquisition process.

The reform team will review the comments submitted on the draft proposal and make changes that appear advantageous to both the agency and its customers. The Acquisition Management System will be finalized by April 1 and phased in during subsequent months.

Interested parties who do not have Internet access may call 202/267-7029 to request a copy of the document. Comments may be phoned in to the same number, or faxed to 202/267-8401.

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An electronic version of the draft Acquisition Management Reform document is available via the World Wide Web at:

http://www.faa.gov/asu/asu100/acq-reform/acq_home.htm

An electronic version of this news release is available via the World Wide Web at:

<http://www.faa.gov/apr/apahome.htm>

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Monday, Feb. 26, 1996

APA 36-96

Contact: Henry J. Price

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**SECOND STRAIGHT YEAR OF AIRLINE GROWTH
IS FOCUS OF AVIATION FORECAST CONFERENCE**

Two straight years of air traffic growth and airline profits will be the focus of the annual Federal Aviation Administration Commercial Aviation Forecast Conference scheduled for Tuesday, March 5 from 8 a.m. to 5 p.m. at the Mayflower Hotel, 1127 Connecticut Ave., N.W., in Washington, D.C. The theme of FAA's 21st annual Commercial Aviation Forecast Conference is, "Expanding Opportunities for World Air Travel."

The second consecutive year of growth for the airlines in both domestic and international markets was, in large part, the result of the continuing expansion in the U.S. and world economies. The conference will address these economic gains and explore rapidly expanding global opportunities in aviation.

Department of Transportation Secretary Federico Peña will keynote the conference, that is expected bring together members of the aviation community from throughout the world. FAA Administrator David R. Hinson and the agency's Assistant Administrator for Policy, Planning and International Aviation Barry Valentine will also speak on emerging international and domestic aviation opportunities. Ronald Allen, chairman, president and chief executive officer of Delta Air Lines, Inc., will provide an overview of commercial aviation from the industry perspective. Representatives from Congress, airlines, airports, labor and various travel sectors are also expected to attend.

The FAA's latest 12-year aviation forecast for fiscal years 1996 through 2007 will also be released at the event. The annual report focuses on domestic and international air traffic demands and aircraft activity for commercial carriers, regional and commuter airlines, general aviation, and helicopters. To help better focus agency activities, the forecast also predicts workloads at FAA's air traffic control towers, enroute centers, and flight service stations.

For registration and other information about the conference call (202) 293-8500 or fax a request to (202) 331-1362.

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FOR Request
ONLY!

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, February 29, 1996

APA 38-96

Contact: Bob Hawk

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**STATEMENT BY FEDERAL AVIATION ADMINISTRATION
ON NATIONAL TRANSPORTATION SAFETY BOARD TESTING
IN CONNECTION WITH PITTSBURGH ACCIDENT, SEPT. 8, 1994**

The Federal Aviation Administration (FAA) strongly supports ongoing efforts by the National Transportation Safety Board (NTSB) in its investigation of the accident of USAir flight 427 near Pittsburgh, Pa., on Sept. 8, 1994.

The current tests by the NTSB in Seattle this week of various Boeing 737 aircraft systems are another step in the exhaustive inquiry to determine the probable cause of the accident.

The FAA has been working closely with the board throughout the investigation. This effort has included completion by the FAA of an extraordinary, in-depth research program to determine if there were any design flaws in the 737 aircraft series that may have contributed to the accident. An objective team of experts, supported by the NTSB, worked for five months to review the flight control design and service history of all 737 models. While no design flaws were found, the nine-member team produced recommendations for safety enhancements -- such as reducing yaw damper failures and wear in standby rudder bearings -- although none required immediate corrective action.

The FAA will continue to work closely with the NTSB in support of the investigation.

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