



U.S. Department of
Transportation

News:

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

182-8

FOR RELEASE MONDAY
January 26, 1987

FAA 01-87
Contact: John G. Leyden
Tel.: (202) 267-8521

UPDATED GUIDE LISTS AVIATION PUBLICATIONS

The Federal Aviation Administration has published an updated 60-page directory of agency publications which are available either free of charge or on a for sale basis.

Entitled Guide to Federal Aviation Administration Publications, it also provides instructions on ordering all of the various listed publications. These include aviation safety materials, advisory circulars, technical reports, and aviation education publications.

In addition, the Guide lists aviation-related materials published by other Federal agencies, such as the National Transportation Safety Board and the Department of Commerce's National Ocean Service.

Now in its ninth annual edition, the Guide contains the latest prices and forms for ordering FAA publications sold by the Superintendent of Documents, U.S. Government Printing Office (GPO). The addresses and telephone numbers of 26 GPO Bookstores throughout the country where these items may be purchased are included as well.

Similarly, the Guide lists addresses and telephone numbers of all FAA regional and center offices as well as 50 Federal Depository Libraries where most of these publications are on file.

For a free copy, order "Guide to Federal Aviation Administration Publications--FAA-APA-PG-9" from: Public Inquiry Center, Public Affairs Office, APA-230, Federal Aviation Administration, 800 Independence Avenue S.W., Washington, D.C. 20591. Delivery will be expedited if a return address label is enclosed.

####



U.S. Department of
Transportation

News:

M-493

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

FOR RELEASE MONDAY
March 2, 1987

FAA 04-87
Contact: Lowell Johnson
Tel.: (202) 267-3831

AIRPORT GRANT ALLOCATIONS ISSUED FOR FIRST QUARTER

The Federal Aviation Administration approved \$86,733,926 in allocations under the Airport Improvement Program (AIP) during the first quarter of Fiscal Year (FY) 1987. The money went for 148 planning and development projects in 37 states.

FY 1987 airport program funding is established by Congress at \$1 billion. Funds are drawn from the Aviation Trust Fund, which is financed by aviation user taxes, with Congress approving annual funding levels.

Of the \$86.7 million allocated in the first quarter, \$45,357,528 went for 35 projects at primary airports. Another \$14,877,015 was allocated for 56 projects at general aviation airports and \$19,001,661 was approved for 25 projects at reliever airports which help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of \$7,110,512 for 29 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were three airport system plan studies totalling \$387,210.

-more-

ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

OCTOBER 01, 1986 TO DECEMBER 31, 1986

ALABAMA	\$724,162	MISSOURI	\$1,558,688
ALASKA	\$1,624,675	MONTANA	\$1,408,107
ARIZONA	\$107,000	NEBRASKA	\$717,750
ARKANSAS	\$114,504	NEVADA	\$485,509
CALIFORNIA	\$2,151,512	NEW YORK	\$315,000
COLORADO	\$3,372,952	NORTH CAROLINA	\$1,003,508
CONNECTICUT	\$382,500	NORTH DAKOTA	\$176,726
FLORIDA	\$3,246,368	OHIO	\$866,000
GEORGIA	\$19,578,100	OKLAHOMA	\$1,218,100
HAWAII	\$56,250	OREGON	\$4,227,443
IDAHO	\$1,398,109	SOUTH CAROLINA	\$3,392,787
ILLINOIS	\$8,998,618	TENNESSEE	\$465,300
INDIANA	\$1,755,000	UTAH	\$5,205,755
IOWA	\$544,541	VERMONT	\$407,755
KENTUCKY	\$2,272,777	VIRGINIA	\$3,152,801
MARYLAND	\$5,080,544	WASHINGTON	\$5,907,401
MASSACHUSETTS	\$288,000	WISCONSIN	\$1,412,100
MICHIGAN	\$1,650,085	WYOMING	\$850,000
MISSISSIPPI	\$617,499		
		TOTAL	\$86,733,926

U.S. Department
of Transportation

**Federal Aviation
Administration**

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

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Federal Aviation
Administration
DOT 515





U.S. Department of
Transportation

News:

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

FOR RELEASE THURSDAY
May 28, 1987

FAA 13-87
Contact: John G. Leyden
Tel.: (202) 267-8521

DOLE ANNOUNCES NEW FAA WIND SHEAR PROTECTION PROPOSALS

Secretary of Transportation Elizabeth Hanford Dole announced today that the Federal Aviation Administration (FAA) has proposed a regulation to require large jet airliners to have equipment that will warn pilots when they have encountered a wind shear and how to escape it.

The Secretary said the proposal would require airline flight crews to receive ground school and simulator training in wind shear recognition and recovery procedures using the new equipment. The Boeing Company recently developed a wind shear training program under an FAA contract and copies are being provided free of charge to U.S. airlines.

"Wind shear warning and flight guidance systems are available now that will constantly monitor vital flight data, such as airspeed and aircraft attitude, and alert the crew to a wind shear encounter," Dole added. "These systems also advise the pilots on the proper recovery procedures."

FAA Administrator Donald D. Engen noted that his agency currently is working with the National Aeronautics and Space Administration in a five-year research program to develop standards for more advanced "predictive" systems that could look ahead and spot wind shear in time for pilots to avoid it.

"FAA already has approved a number of 'present position' systems that could increase a pilot's chances of successfully escaping a wind shear encounter," he added. "The flying public is entitled now to this additional protection while we work to develop even better equipment."

The so-called "present position" equipment constantly monitors the sensors that supply flight information to the flight deck to alert the crew when it has encountered wind shear. Then a computer tells the crew what to do to escape the wind shear. The proposal would require installation of the equipment on all turbine-powered airline aircraft within two years of the effective date of the final rule.

- more -

-2-

The FAA proposal is part of a five element integrated plan the agency now has underway to counter the low altitude wind shear threat. Major elements include development of airborne and ground-based detection systems, improved dissemination of wind shear information to pilots in terminal areas, and continued research into the nature of wind shear. Also included is the development and distribution of educational and training programs including those from the recently-completed Boeing contract.

Wind shear is a sudden change in wind speed and/or direction that poses a special hazard when encountered at low altitude where pilots have less room to recover. It has been implicated in five fatal accidents in the last 10 years in which 536 people were killed.

The proposal will be published in the May 29, 1987, Federal Register.

###

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

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

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Federal Aviation
Administration
DOT 515





U.S. Department of
Transportation

News:

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

183,15

FOR RELEASE WEDNESDAY
June 24, 1987

FAA 17-87
Contact: Lowell Johnson
Tel: (202) 267-3831

AIRPORT GRANT ALLOCATIONS ISSUED FOR SECOND QUARTER

The Federal Aviation Administration approved \$187,523,126 in allocations under the Airport Improvement Program (AIP) during the second quarter of Fiscal Year 1987. The money went for 270 planning and development projects in 49 states, Puerto Rico and the Trust Territories of the Pacific Islands.

FY 1987 airport program funding is established by Congress at a \$1.0 billion level. Funds are drawn from the Aviation Trust Fund, which is financed by aviation user taxes, with Congress approving annual funding levels.

Of the \$187.5 million allocated in the second quarter, \$105,484,999 went for 86 projects at primary airports. Another \$43,042,359 was allocated for 108 projects at general aviation airports and \$25,755,151 was approved for 36 projects at reliever airports which help to keep traffic away from the busier primary airports. Included in this latter category is a project to construct a reliever heliport at Garland, Texas.

Smaller commercial service airports received allocations of \$12,262,417 for 31 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were nine airport system plan studies totalling \$978,200.

-more-

ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

JANUARY 01, 1987 TO MARCH 31, 1987

ALABAMA	\$1,000,860	MONTANA	\$1,121,917
ALASKA	\$5,794,398	NEBRASKA	\$1,215,007
ARIZONA	\$2,059,220	NEVADA	\$2,012,703
ARKANSAS	\$1,258,941	NEW HAMPSHIRE	\$100,000
CALIFORNIA	\$22,317,722	NEW JERSEY	\$8,100,000
COLORADO	\$19,021,046	NEW MEXICO	\$1,479,069
CONNECTICUT	\$148,500	NEW YORK	\$19,555,658
DELAWARE	\$663,000	NORTH CAROLINA	\$1,499,839
FLORIDA	\$13,059,514	NORTH DAKOTA	\$676,979
GEORGIA	\$5,464,978	OKLAHOMA	\$1,202,467
HAWAII	\$663,750	OREGON	\$4,663,681
IDAHO	\$572,319	PENNSYLVANIA	\$3,818,798
ILLINOIS	\$141,300	PUERTO RICO	\$302,000
INDIANA	\$1,844,379	SOUTH CAROLINA	\$792,731
IOWA	\$1,525,646	SOUTH DAKOTA	\$1,207,800
KANSAS	\$3,209,386	TENNESSEE	\$1,971,635
KENTUCKY	\$347,384	TEXAS	\$21,251,822
LOUISIANA	\$2,300,688	TRUST TERRS PAC	\$674,387
MAINE	\$855,660	UTAH	\$100,000
MARYLAND	\$13,609,200	VIRGINIA	\$3,422,280
MASSACHUSETTS	\$481,877	WASHINGTON	\$1,079,411
MICHIGAN	\$3,908,748	WEST VIRGINIA	\$1,875,738
MINNESOTA	\$3,647,915	WISCONSIN	\$478,800
MISSISSIPPI	\$358,901	WYOMING	\$1,110,000
MISSOURI	\$3,555,072		
		TOTAL	\$187,523,126

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

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

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Federal Aviation
Administration
DOT 515





U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, July 15, 1987

FAA 18-87
Contact: John Leyden
Tel.: (202) 267-8521

UNIVERSITY RESEARCH CORPORATION RECIPIENT OF FAA CONTRACT

The U.S. Department of Transportation today announced a contract award to University Research Corporation of Chevy Chase, Md., to provide supervisory and management instructional training for the Federal Aviation Administration's Center for Management Development (CMD) which will be located in Palm Coast, Fla.

The Department said the contract was awarded for an initial one-year period with government options to extend four additional years. Contract training is scheduled to begin on Oct. 1, 1987, with phase-in to begin immediately.

Embry Riddle Aeronautical University is presently constructing a new facility at Palm Coast to house the CMD under a separate contract awarded in August 1986. It will provide over 91,000 square feet of space for classrooms, offices, and dormitories, and is scheduled for completion by Aug. 23, 1987.

FAA established the CMD, originally known as the Management Training School, at Cameron University in Lawton, Okla., in 1971 to upgrade the general level of supervisory and managerial skills within the agency. In recent years the school has placed increased emphasis on developing human relations skills as part of a broader agency program to improve the quality of FAA worklife. More than 50,000 students have been trained since the program began in late 1971. Approximately 3,500 students will be trained annually at the Palm Coast facility.

#####



U.S. Department of
Transportation

18321

News: *M-49.1*

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

FOR IMMEDIATE RELEASE
Wednesday, August 5, 1987

FAA 22-87
Contact: John G. Leyden
Tel: (202)267-8521

FAA PROPOSES CHANGE IN TERMINAL CONTROL AREA FOR LOS ANGELES AIRPORT

The Federal Aviation Administration (FAA) is proposing to expand the controlled airspace, the Terminal Control Area (TCA), that surrounds Los Angeles International Airport. Pilots entering such areas are required to follow special procedures and equipment rules to enhance the safety of flights approaching and departing from major airports.

Secretary of Transportation Elizabeth Dole said, "This proposal would provide private pilots, airline passengers and crewmembers with increased protection against midair and near midair collisions in the busy Los Angeles airspace. We also are planning similar actions to expand the lateral and vertical limits of TCAs at other airports in order to enhance operational safety."

All pilots operating in a TCA are required to be in contact with air traffic control and follow its instructions. In addition, aircraft operating in the nine busiest TCAs, including Los Angeles, are required to be equipped with a Mode C altitude-reporting transponder, which provides controllers with such vital flight data as aircraft position and altitude directly on their radar displays.

The FAA's notice of proposed rulemaking would increase the ceiling of the Los Angeles TCA from 7,000 to 12,500 feet above sea level. Currently, pilots can fly above the 7,000 foot ceiling of the Los Angeles TCA without an air traffic control clearance. The rule would also extend the TCA's lateral limits somewhat east and south of the airport and make other changes designed to improve the ability of pilots to identify the TCA boundaries and thus avoid inadvertent violations of that airspace. One result would be that the airspace over the Long Beach Airport between 5,000 and 12,500 feet would be included in the TCA for the first time. Raising the ceiling to 12,500 feet also would allow large jets to fly directly from airspace monitored by enroute air traffic control centers to the airspace monitored by controllers at the Los Angeles airport.

- more -

The proposed rule is part of a broad FAA program initiated last year to enhance operational safety levels in and around terminal control areas which currently are in place at 23 major airports. Earlier this year, for example, the agency directed that the requirement for Mode C transponders be extended from the nine busiest TCAs to include the other 14 TCA locations by Dec. 1, 1987.

Additionally, FAA issued a proposed rule in June which would require all aircraft to have the Mode C transponder when operating within 30 miles of a TCA airport up to 12,500 feet. This would prohibit pilots from flying underneath the staggered floors of the TCA to reach satellite airports unless they had the Mode C equipment. The proposed rule also would ban aircraft from flying above TCA airports without transponders.

Comments on the Notice of Proposed Rulemaking should be addressed to Manager of the Air Traffic Division, FAA Western-Pacific Region, Docket No. 87-AWA-31, P.O. Box 92007, Worldway Postal Center, Los Angeles, Calif. 90009. The agency also is planning to hold informal meetings on the proposal at the time and dates to be announced locally.

#

U.S. Department
of Transportation

**Federal Aviation
Administration**

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

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Federal Aviation
Administration
DOT 515





U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, August 5, 1987

FAA 23-87
Contact: John Leyden
Tel.: (202) 267-8521

FAA REPORTS DROP IN FLIGHT DELAYS FOR JULY

Flight delays in the nation's airport and airway system decreased by eight percent in July when compared with the same month in 1986, according to preliminary Federal Aviation Administration (FAA) statistics.

Over the past three months — May, June and July — flight delays dropped by seven percent from the same period last year. This record has been achieved despite continuing traffic gains, and despite FAA's air sector monitoring system, which limits traffic in those sectors nearing capacity or affected by weather.

FAA Administrator T. Allan McArtor said one reason for the improvement in the delay situation has been the continuing impact of the agency's Expanded East Coast Plan that went into effect in mid-February. It is credited with cutting overall delays at the three major New York airports by 40 percent.

He also cited the airline scheduling talks called by Secretary of Transportation Elizabeth Dole in March and April that resulted in shifting approximately 1,000 flights at the nation's busiest airports to less congested time slots.

FAA's preliminary figures show a total of 39,973 delays of 15 minutes or more during July as compared with 43,538 in July 1986. For the May-June-July period, delays were down from 124,885 last year to 116,214 this year.

For the first seven months of the year, total flight delays were approximately equal to the 1986 figure which — given the increase in flights — translates into fewer delays as a percentage of operations. The 226,616 total delays was less than one percent above last year's 224,904.

Air traffic operations also are up this year, running five percent higher than last year at the 20 domestic air route traffic control centers and 2.6 percent at the 22 "pacing" airports through the end of June.

FAA counts only those delays that result from "system" problems such as bad weather, heavy traffic volumes, air traffic control equipment problems and airport construction. It does not include delays initiated by the airlines for mechanical or other reasons.

#



U.S. Department of
Transportation

News:

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

FOR RELEASE THURSDAY
September 17, 1987

FAA 26-87
Contact: John Leyden
Tel.: (202) 267-8521

LARGER AIRCRAFT MARKINGS WILL HELP IN DRUG INTERDICTION

Secretary of Transportation Elizabeth Dole today announced a new Federal Aviation Administration (FAA) rule containing three provisions that will aid in identifying aircraft involved in drug smuggling.

The first new requirement is that all aircraft flying through off-shore air defense identification zones display 12-inch-high nationality and registration marks ("N-numbers"). The second requires aircraft to have an externally mounted identification plate. The third requires that aircraft modified with supplemental fuel tanks, which were installed in compliance with FAA regulations, carry authorization for the modification aboard that aircraft.

Dole said, "The larger markings will make it easier for law enforcement officers patrolling coastal areas to identify suspect aircraft carrying drugs into this country. Also, the external identification plates will help authorities to identify aircraft that have been stolen and possibly used to smuggle drugs into the U.S."

Current FAA regulations allow some aircraft to display N-numbers only three inches high, which makes them difficult to read at a distance. Although the FAA rules were changed in Nov. 1981 to require the display of at least 12-inch-high marks, the smaller markings were "grandfathered" until the airplane was repainted or the numbers changed. The new rule overrides the grandfather clause and requires display of the 12-inch N-numbers when an aircraft is operating in an Air Defense Identification Zone or Defense Early Warning Identification Zone, where Customs agents, the Coast Guard or other law enforcement aircraft are most likely to attempt air-to-air identification.

The identification data plates must be readable to a person standing outside the aircraft when it is on the ground. This will allow law enforcement officers to cross check the serial number of an aircraft with FAA records to determine if the N-numbers had been changed in order to conceal the ownership of the aircraft or hide the fact that it had been stolen. This now can be done only by gaining access to the interior of some aircraft.

-more-

The new requirement that aircraft operators carry documentation covering the installation of extra fuel tanks also will help identify suspect aircraft used in smuggling operations.

FAA estimates that the proposal for 12-inch registration markings will affect between 3,900 and 13,500 airplanes and helicopters. The requirement for externally mounted identification plates will affect an estimated 79,300 to 82,000 aircraft.

#



U.S. Department of
Transportation

News:

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

183.26

FOR RELEASE THURSDAY
September 17, 1987

FAA 27-87
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA NAMES NEW FEDERAL AIR SURGEON

Federal Aviation Administrator Allan McArtor today announced the appointment of Col. Robert R. McMeekin of the U.S. Army Medical Corps as Federal Air Surgeon.

McMeekin, who is both an attorney and a physician, is a former Director of the Armed Forces Institute of Pathology (AFIP) in Washington, D.C. He was previously assigned as counselor to the Undersecretary of Health and Human Services. He will remain on active duty with the Army during his FAA assignment.

As Federal Air Surgeon, McMeekin will be responsible for management direction of FAA's aviation medicine programs. These include airmen medical certification, air traffic controller occupational health, environmental medicine, aeromedical research, aeromedical education and medical aspects of air accident investigations.

McMeekin holds an airline transport pilot's certificate and is a recognized authority on a aircraft accident investigation. He directed the medical investigation, including victim identification, of the runway collision of two Boeing 747s in the Canary Islands in March 1977, and the crash of a military charter flight in Gander, Newfoundland, in December 1985.

At AFIP, McMeekin served as Chief of the Institute's Aerospace Division from 1971 to 1982 and developed a diversified research program related to aircraft accidents. He moved up to the Director's post in 1982 and has focused on health and safety aspects of transportation systems, medical issues in national defense and relationships between military medicine and other health care systems.

McMeekin attended the Yale Medical School where he received his M.D. degree in 1965. He then completed a surgical internship at the University of North Carolina and pathology residency at Walter Reed Army Medical Center in Washington, D.C.

McMeekin earned his law degree from the Georgetown University Law Center in 1979. He is a member of the South Carolina and the District of Columbia bars and also is admitted to practice law before the U.S. Supreme Court and the U.S. Court of Military Appeals.

McMeekin is a Professor at the Uniformed Services University of the Health Sciences in Bethesda, Md., and has lectured at various other colleges and universities. His numerous professional awards include selection by the National Academy of Sciences in 1980 as a Robert Wood Johnson Health Policy fellow.

##



U.S. Department of
Transportation

News:

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

M-49.1

FOR RELEASE FRIDAY
August 21, 1987

FAA 24-87
Contact: Lowell Johnson
Tel.: (202) 267-3831

AIRPORT GRANT ALLOCATIONS ISSUED FOR THIRD QUARTER

The Federal Aviation Administration approved \$175,977,397 in allocations under the Airport Improvement Program (AIP) during the third quarter of Fiscal Year 1987. The money went for 257 planning and development projects in 47 states and 4 territories.

FY 1987 airport program funding is established by Congress at a \$1.0 billion level. Funds are drawn from the Aviation Trust Fund, which is financed by aviation user taxes, with Congress approving annual funding levels.

Of the \$176.0 million allocated in the third quarter, \$117,078,227 went for 101 projects at primary airports. Another \$31,437,567 was allocated for 85 projects at general aviation airports and \$14,412,108 was approved for 28 projects at reliever airports which help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of \$10,724,054 for 27 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were 16 airport system plan studies totalling \$2,325,441.

-more-

ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

APRIL 01, 1987 TO JUNE 30, 1987

ALABAMA	\$196,465	NEVADA	\$6,692,116
ALASKA	\$19,576,744	NEW HAMPSHIRE	\$1,476,993
AMERICAN SAMOA	\$174,095	NEW JERSEY	\$3,040,377
ARIZONA	\$5,792,432	NEW YORK	\$6,739,283
ARKANSAS	\$1,190,460	NORTHERN MARIANA IS	\$246,618
CALIFORNIA	\$20,725,318	NORTH CAROLINA	\$1,772,644
COLORADO	\$819,653	NORTH DAKOTA	\$1,700,308
CONNECTICUT	\$1,327,727	OHIO	\$38,700
DELAWARE	\$81,000	OKLAHOMA	\$1,148,729
FLORIDA	\$6,432,831	OREGON	\$647,963
GEORGIA	\$157,149	PENNSYLVANIA	\$6,091,239
IDAHO	\$2,615,039	RHODE ISLAND	\$1,800,000
ILLINOIS	\$8,689,318	SOUTH CAROLINA	\$739,800
INDIANA	\$937,800	SOUTH DAKOTA	\$2,746,177
IOWA	\$2,515,283	TENNESSEE	\$1,528,219
KANSAS	\$29,000	TEXAS	\$22,198,989
KENTUCKY	\$46,954	TRUST TERRS PAC	\$124,740
LOUISIANA	\$544,000	UTAH	\$830,068
MAINE	\$1,553,040	VERMONT	\$135,000
MARYLAND	\$103,500	VIRGIN ISLANDS	\$624,600
MASSACHUSETTS	\$7,555,255	VIRGINIA	\$3,962,150
MICHIGAN	\$6,847,518	WASHINGTON	\$4,114,821
MINNESOTA	\$2,159,122	WEST VIRGINIA	\$1,147,838
MISSISSIPPI	\$53,559	WISCONSIN	\$4,180,773
MISSOURI	\$6,640,849	WYOMING	\$2,935,099
MONTANA	\$2,550,042		

TOTAL \$175,977,397

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

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

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Federal Aviation
Administration
DOT 515





U.S. Department of
Transportation

News:

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

183.28

FOR RELEASE FRIDAY
September 18, 1987

FAA 28-87
Contact: Fred Farrar
Tel.: (202) 267-3441

FAA SEEKS PROPOSALS FOR ADVANCED AUTOMATION SYSTEM

The Federal Aviation Administration has issued requests for proposals to IBM Corp. and Hughes Aircraft Corp. for the approximately \$4 billion Advanced Automation System that will enhance the safety and efficiency of the aviation system and meet the growing demand for air traffic services into the next century.

The action, a major step in the 10-year, \$12.2 billion program to modernize the air traffic control system, the National Airspace System Plan, will lead to the award of a production contract in the summer of 1988. The two companies have developed competing designs as part of a competition that began in August 1984.

The new system will allow controllers to be more productive by having the computer handle many routine tasks now performed manually. The system will provide improved flight safety through the application of new aircraft separation techniques, increased controller productivity resulting from new automation tools, reduced flight delays through improved traffic metering techniques, and improved aircraft fuel efficiency since the system will provide more direct routings.

The Advanced Automation System will provide new automation that includes improved controller work stations, new computer software, a local communications network, and new processors. It will have the capacity to handle the projected traffic load into the 21st century and the capability to perform the new functions to be introduced into the air traffic control system through the 1990's. In addition, it will increase controller productivity through introduction of new "sector suites," automated controller work stations.

Once the contract is awarded, the Advanced Automation System will be developed and deployed in four major steps: (1) the Initial Sector Suite System will be implemented to provide new controller work stations; (2) new hardware will provide Terminal Advanced Automation capabilities; (3) new Tower Control Complexes will be implemented to provide automation support in air traffic control towers; and (4) additional software will be implemented in the new Area Control Computer Complex configuration to provide capability for integrated enroute and terminal control operations in Area Control Facilities.

-more-

-2-

FAA is now five years into the 10-year modernization of the air traffic control and navigation system which will enable it to handle the doubling of air traffic that is expected between now and the end of the century. By September 30, nearly 90 percent of the contracts for NAS plan projects will have been awarded. This year, FAA has made significant progress with the program to install new computers in the 20 en route traffic control centers which handle flights as they travel between cities. The new systems are 10 times faster and have four to five times the capacity of the computers they are replacing.

#

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

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

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Federal Aviation
Administration
DOT 515



M-49



U.S. Department of
Transportation

News:

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

183 31

FOR RELEASE TUESDAY
September 22, 1987

FAA 29-87
Contact: John Leyden
Tel.: (202) 267-8521

FAA ANNOUNCES ATC OVERTIME STATISTICS

Air traffic controllers at the nation's busiest facilities worked an average of one hour and five minutes overtime per week during the first six months of 1987, the Federal Aviation Administration (FAA) announced today.

In the first 26 weeks of the year, more than 90 percent of the controllers and supervisors either worked no overtime or no more than four hours overtime in any week. FAA also said that only eight percent worked a full day of overtime in any two-week period, even during the busiest pay periods.

In addition, less than two percent worked the equivalent of two back-to-back six-day weeks, even in the busiest pay periods.

FAA Administrator Allan McArtor said the average overtime figure at en route traffic control centers and control towers at the busiest airports rose slightly compared to the same period in 1986 when the figure was 58 minutes. But McArtor emphasized that the figures are "average" and some controllers put in substantially more overtime.

"I am concerned that some facilities remain where there is a need to sharply lower the amount of overtime and this problem is a priority with the Federal Aviation Administration." As examples of excessive overtime rates, he cited air traffic control facilities in Chicago, New York, and Boston. "These facilities and others with abnormal overtime rates are being given special attention," McArtor said.

The FAA's controller workforce now stands at 15,302 compared to 12,705 in 1982. Full performance level controllers rose from 5,767 to 9,656.

In addition, Secretary of Transportation Elizabeth Dole has submitted a supplemental budget request for fiscal year 1988 for an additional 955 air traffic positions. Included would be 580 controllers and 375 supervisors, traffic management coordinators and technical specialists. Congressional approval of the request would push the total controller workforce to 15,805 at the end of fiscal year 1988.

###



U.S. Department of
Transportation

News:

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

183,43

FOR RELEASE TUESDAY
October 6, 1987

FAA 30-87
Contact: Susanne Murphy
Tel.: 202/267-8521

FAA ISSUES NEW LIST OF TECHNICAL REPORTS

The Federal Aviation Administration has published a new list of scientific and technical aviation reports available to the public.

The list covers the period from January 1987 through June 1987 and updates an earlier list released on March 30, 1987.

Subjects include: aircraft safety and airport technology, aviation medicine, communications and surveillance, environment, navigation and landing weather and other items.

Registered federal government agencies and their contractors may order individual reports from the Defense Technical Information Center (DTIC), Building 5, Cameron Station, Alexandria, Virginia 22314. The public may order individual reports from the National Technical Information Service (NTIS), 5285 Port Royal Road, Springfield, Virginia 22161. A price list and list of the publications are attached.

-more-

AIRCRAFT SAFETY AND AIRPORT TECHNOLOGY

- DOT/FAA/PM-84/16,2
RESILIENT MODULUS OF FREEZE-THAW
AFFECTED GRANULAR SOILS FOR PAVEMENT
DESIGN AND EVALUATION. PART 2. FIELD
VALIDATION TESTS AT WINCHENDON, MA,
TEST SECTIONS. 10/86, 70p. ADA 175 394
- DOT/FAA/PM-84/16,3
RESILIENT MODULUS OF FREEZE-THAW
AFFECTED GRANULAR SOILS FOR PAVEMENT
DESIGN AND EVALUATION. PART 3.
LABORATORY TESTS ON SOILS FROM ALBANY
COUNTY AIRPORT. 2/87, 40p. ADA 179 253
- DOT/FAA/PM-84/16,4
RESILIENT MODULUS OF FREEZE-THAW AFFECTED
GRANULAR SOILS FOR PAVEMENT DESIGN AND
EVALUATION. PART 4. FIELD VALIDATION
TESTS AT ALBANY COUNT AIRPORT. 10/86, 144p. ADA 175 924
- DOT/FAA/CT/85-3
EVALUATION OF FM-9 ANTIMISTING KEROSENE
VARIANTS. FINAL REPORT. 7/82 - 8/83;
9/86, 70p. ADA 175 749
- DOT/FAA/PM/85-17
EVALUATION OF SELECTED FROST
SUSCEPTIBILITY TEST METHODS.
12/86, 59p. ADA 176 125
- DOT/FAA/PM/85-20
A FREEZE-THAW TEST TO DETERMINE THE
FROST SUSCEPTIBILITY OF SOILS.
SPECIAL REPORT. 1/87, 96p. ADA 180 000
- DOT/FAA/PM/85-23
FROST ACTION PREDICTIVE TECHNIQUES FOR
ROADS AND AIRFIELDS: A COMPREHENSIVE
SURVEY OF RESEARCH FINDINGS.
FINAL SUMMARY. 12/86, 53p. ADA 178 243
- DOT/FAA/CT/86-10
QUANTITATIVE DETERMINATION OF ENGINE WATER
INGESTION. PHASE I: 5/84 - 12/85;
1/86, 78p. ADA 178 255p
- DOT/FAA/CT/86-11
DEVELOPMENT OF A LARGE-SCALE ANTIMISTING
KEROSENE BLENDER. FINAL REPORT.
9/82 - 12/84, 58p. ADA 176 997
- DOT/FAA/PM/86-12
PERFORMANCE OF RECYCLED ASPHALT CONCRETE
AIRPORT PAVEMENT SURFACES. FINAL REPORT.
8/83 - 5/86; 10/86, 37p. ADA 179 277

DOT/FAA/CT/86-13
 KRASH ANALYSIS CORRELATION - TRANSPORT
 AIRPLANE CONTROLLED IMPACT DEMONSTRATION
 TEST. 2/85 - 8/85; 12/86, 127p. ADA 179 906

DOT/FAA/CT/86-24
 STUDY OF GENERAL AVIATION FIRE ACCIDENTS
 (1974-1983). FINAL REPORT. 2/87, 83p. ADA 180 472

DOT/FAA/CT/86/25,I
 COMPUTER SIMULATION OF A TRANSPORT AIRCRAFT
 SEAT AND OCCUPANT(S) IN A CRASH ENVIRONMENT.
 VOL. I. 8/86, 139p. ADA 175 953

DOT/FAA/CT/86/25,II
 COMPUTER SIMULATION OF A TRANSPORT AIRCRAFT
 SEAT AND OCCUPANT(S) IN A CRASH ENVIRONMENT.
 SOM-TA USER MANUAL. VOLUME II - PROGRAM.
 FINAL REPORT. 6/81 - 3/86; 8/86, 211p. ADA 176 074

DOT/FAA/CT/86-26
 HALON EXTINGUISHMENT OF SMALL AIRCRAFT
 INSTRUMENT PANEL FIRES.
 FINAL REPORT. 12/86, 34p. ADA 179 401

DOT/FAA/PM/86-33
 MICRO PAVER, VERSION 1.0, USER'S GUIDE:
 AIRPORT PAVEMENT MANAGEMENT SYSTEM. 10/86, 147p. ADA 179 916

DOT/FAA/PM/86-34
 A STUDY TO MONITOR MICROSEISMIC ACTIVITY TO
 DETECT SINKHOLES. FINAL REPORT.
 7/86, 200p. ADA 176 072

DOT/FAA/PM/86-36
 AIRPORT PAVEMENT LOAD ANALYSIS.
 FINAL REPORT. 9/82, 133p. ADA 176 536

DOT/FAA/PP/87-1
 MEASURING THE REGIONAL ECONOMIC
 SIGNIFICANCE OF AIRPORTS. FINAL REPORT.
 10/86, 79p. ADA 176 320

DOT/FAA/CP/87-3
 AIRPORT CAPACITY ENHANCEMENT PLAN.
 FINAL REPORT. 2/86 - 2/87. ADA 180 499

AVIATION MEDICINE

DOT/FAA/AM/87-2

A STUDY OF PASSENGER WORKLOAD AS RELATED
TO PROTECTIVE BREATHING REQUIREMENTS.
FINAL REPORT. 3/87, 73p.

ADA 181 089

COMMUNICATIONS AND SURVEILLANCE

DOT/FAA/FS/86-2,I

AIR TRAFFIC CONTROL RADAR BEACON SYSTEM
TRANSPONDER PERFORMANCE STUDY AND ANALYSIS
TEST METHODOLOGY, RESULTS, ANALYSIS AND
RECOMMENDATIONS. 9/86, 446p.

ADA 176 752

DOT/FAA/FS/86-1,II

AIR TRAFFIC CONTROL RADAR BEACON SYSTEM
TRANSPONDER PERFORMANCE STUDY AND ANALYSIS
VOLUME II: APPENDIXES. 9/86, 420p.

ADA 177 582.

DOT/FAA/CT-TN86/24

ROTORCRAFT TCAS EVALUATION GROUP 2 RESULTS.
10 - 11/85; 7/86, 60p.

ADA 176 040

DOT/FAA/PM/86-37

A COORDINATE CONVERSION ALGORITHM FOR
MULTI-SENSOR DATA PROCESSING.
8/86, 50p.

ADA 176 368

ENVIRONMENT

DOT/FAA/EE/85-8

1985 SMALL PROPELLER-DRIVEN AIRCRAFT NOISE
TEST PROGRAM: PRELIMINARY REPORT.
10/85, 42p.

ADA 175 596

DOT/FAA/EE/86-9

ACOUSTIC FLIGHT TEST OF THE PIPER LANCE.
STAFF STUDY, FINAL REPORT. 1984 - 1986;
12/86, 109p.

ADA 175 718

FAA/AEE/86-11 Rev. 1

POLLUTION FROM MOTOR VEHICLES AND AIRCRAFT
AT STAPLETON INTERNATIONAL AIRPORT.
AIRPORT POLLUTION ANALYSIS. 12/86
(Rev. 1) 4/87, 42p.

ADA 179 286

NAVIGATION AND LANDING

FAA/RD - 81 - 55

RECOMMENDED CHANGES TO ATC PROCEDURES FOR
HELICOPTERS. FINAL REPORT. 10/80 - 6/81;
6/81, 182p.

ADA 175 179

DOT/FAA/CT/82-115 (Rev.)

HANDBOOK - VOLUME I: VALIDATION OF DIGITAL
AVIONICS AND FLIGHT CONTROL APPLICATIONS.

7/83 (Rev. 9/86), 526p.

ADA 176 077

FAA/DL5/86-3

A CONCEPT FOR USING MULTIPLE GLIDE SLOPE
ANGLES FOR WAKE VORTEX AVOIDANCE ON PARALLEL
APPROACHES. 11/86, 88p.

ADA 175 957

DOT/FAA/PM/86-31

DOPPLER RADAR DETECTION OF WIND SHEAR.

9/86, 117p.

N 87-10054

DOT/FAA/CT-TN86/31

EVALUATION OF SIKORSKY S-76A MISSED APPROACH
PROFILES FOLLOWING PRECISION MLS APPROACHES
TO A HELIPAD AT 40 KIAS. 10/86, 100p.

ADA 175 407

DOT/FAA/CT-TN86/40

SIGNAL COVERAGE AND CHARACTERISTICS OF THE
ATLANTIC CITY HELIPORT MLS.

11/86, 78p.

ADA 178 389

DOT/FAA/PM/86-45

AERONAUTICAL DECISION MAKING FOR HELICOPTER
PILOTS. 2/87, 144p.

ADA 178 050

DOT/FAA/CT-TN86/61

HELIPORT VISUAL APPROACH SURFACE TESTING
TEST PLAN. 2/87, 31p.

ADA 179 897

DOT/FAA/DL/87-1; DOT/FAA/VS/87-1; DOT/FAA/AT/87-1

INTEGRATED FAA WIND SHEAR PLAN. 4/87, 92p.

ADA 180 283

WEATHER

DOT/FAA/PM/86-52

THE OPERATIONAL SUITABILITY OF THE AUTOMATED
WEATHER OBSERVING SYSTEM (AWOS) AT HELIPORTS.
FINAL REPORT. 2/87, 30p.

ADA 179 296

DOT/FAA/PM/87-2

VERY SHORT RANGE STATISTICAL FORECASTING OF
AUTOMATED WEATHER OBSERVATIONS. INTERIM REPORT.
10/85 - 9/86, 134p.

ADA 179 104

INTERNATIONAL AEROSPACE AND GROUND CONFERENCE
ON LIGHTNING AND STATIC ELECTRICITY 10TH
FRANCE. 1985, 526p.

ADA 175 999

MISCELLANEOUS

DOT/FAA/ACS/86-1(24)
SEMIANNUAL REPORT TO CONGRESS ON THE EFFECTIVENESS
OF THE CIVIL AVIATION SECURITY PROGRAM.
RECURRING REPORT. 1/86 - 6/30/86; 11/86, 22p. ADA 175 790

FAA/MS/86-5
GENERAL AVIATION ACTIVITY AND AVIONICS SURVEY.
ANNUAL SUMMARY REPORT. (CY- 1985); 3/87, 292p. ADA 179 731

FAA STATISTICAL HANDBOOK OF AVIATION.
(CY-1985), 218p. ADA 178 050

ADA 178 205
FAA AVIATION FORECASTS. FY 1987-1998;
2/87, 184p. ADA 178 205

FAA/APO/87-7
COSTS: ALLOCATION AND RECOVERY IN THE
1980's. FINAL REPORT. 2/87, 65p. ADA 181 628

DOT/FAA/APO/87-8
TERMINAL AREA FORECASTS. FY 1987 - 2000;
3/87, 476p. ADA 181 503



U.S. Department of
Transportation

News:

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

103.46

FOR RELEASE FRIDAY
October 16, 1987

FAA 32-87
Contact: Fred Farrar
Tel.: (202) 267-3441

FAA PROPOSES TOUGHER STANDARDS FOR EMERGENCY EXITS ON TRANSPORT AIRPLANES

FAA Administrator Allan McArtor today announced a new proposed rule that, for the first time, would spell out the maximum distance allowed between emergency exits on large passenger airplanes.

The Federal Aviation Administration rule would limit the distance between adjacent emergency exits to a maximum of 60 feet and require that no passenger seat be more than 30 feet from an exit. Existing FAA regulations do not specify a maximum distance between emergency exits, or between seats and exits, but instead require that exits be spaced as uniformly as possible along the passenger cabin.

McArtor said, "Emergency exits can save lives and prevent injuries in survivable accidents such as emergency crash landings. This proposal is intended to preserve and maintain the existing level of safety by specifying more precisely the permissible distance between emergency exits." He said the rule is the latest in a series designed to increase the margin of safety for the flying public.

The majority of existing narrow-body aircraft generally conform to the proposed new distance limits between exits, as do early wide body airplanes. For example, the original versions of the Boeing 747, McDonnell-Douglas DC-10 and the Lockheed L-1011 have a maximum distance between exits of from 44 to 50 feet.

However, new airplanes and derivatives of existing airplanes now on the drawing boards would have as much as 70 feet between exits and in one case over 80 feet. The FAA believes these distances "would not maintain the high level of safety demanded by the public," although technically they could meet the standard regarding the size and number of exits required for the number of passengers.

If adopted, the rule would affect all new transport airplanes type certificated after the effective date of the rule is established. It also would apply to all newly manufactured airplanes produced under an existing type certificate. No United States airline uses aircraft with emergency exits more than 60 feet apart, although some foreign airlines do. U.S. carriers would be prohibited from using any of these foreign aircraft unless they were brought into compliance with the new proposals.

The FAA proposal is based on the work of its Emergency Evacuation Task Force which was established in 1985 to examine emergency exit standards and related safety issues. It is scheduled to be published in the Oct. 19 Federal Register.

#####



U.S. Department of
Transportation

News:

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

184.54

FOR RELEASE FRIDAY
October 30, 1987

FAA 33-87
Contact: Jo Ann Sloane
Tel.: (202) 267-4335

MCARTOR NAMES TWO TO FAA EXECUTIVE POSTS

FAA Administrator Allan McArtor today announced the appointment of two agency career employees to top-level executive positions.

Jacqueline Smith is the new manager of the Air Traffic Division in the Western-Pacific Region, headquartered in Los Angeles. A 19-year veteran of FAA's Air Traffic Service, she is the first woman to hold that position in any FAA region.

Vina Showers is the first woman manager of the FAA Depot at the Mike Monroney Aeronautical Center in Oklahoma City, Okla. She also is the first minority woman in FAA to become a member of the Senior Executive Service. The Oklahoma City depot is FAA's central warehouse which stores and dispenses parts for the nation's air traffic system, such as spare parts for navigation aids, computers, radar systems, and other equipment.

Smith began her FAA career as an air traffic control specialist at the Los Angeles Air Route Traffic Control Center (ARTCC) in 1968. After nine years working traffic, she progressed into the supervisory ranks and was named assistant manager at the Cleveland ARTCC in 1981 and manager of the Boston ARTCC in 1982.

She transferred to the Western-Pacific Region headquarters in 1984 as assistant manager of the Air Traffic Division and the following year was named manager of the region's Financial & Management Resources Division. Since March, she has served as special assistant to the regional director.

Showers began her FAA career at the Oklahoma City Depot in 1967 as an inventory management specialist and was promoted to staff specialist in 1972. During that time, she continued to pursue her education and earned a B.A. from the University of Oklahoma in 1972 and a J.D. in 1977 from the Oklahoma City University School of Law.

In 1979, she transferred to FAA's Washington headquarters as a supply systems analyst. From 1981 to 1983, she served on the executive staff of FAA's Acquisition and Materiel Service in Washington and also acted as General Counsel for the Federally Employed Women (FEW) Legal and Education Fund.

She returned to the Aeronautical Center in 1984 as manager of the Supply Management Branch at the FAA Depot and was the Depot's acting manager for seven months in 1985. Her most recent position was as manager of administrative systems at the Center.

#####



U.S. Department of
Transportation

News:

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

184.55

FOR RELEASE FRIDAY
October 30, 1987

FAA 34-87
Contact: Fred Farrar
Tel.: (202) 267-3441

FAA ANNOUNCES ABOLISHMENT OF ADVISORY CIRCULAR 91-64

FAA Administrator Allan McArtor announced today the agency is cancelling an action that could have made up to 160 airports unavailable for use under certain weather conditions.

FAA cancelled an Advisory Circular that could have led to the abolition of instrument approaches at airports in "areas of precipitous terrain." It means that during bad weather conditions calling for instrument approaches, these airports will continue to be accessible to private and commercial aircraft.

The affected airports get meteorological information for altimeter settings from a source more than five nautical miles away. It initially had been thought that differences in temperature, elevation and atmospheric pressure between the remote altimeter setting source and the airport could cause a pilot to have an erroneous altimeter reading during approach for landing, when correct altitude information is critical.

McArtor said the agency currently is studying the accuracy of remote altimeter setting data at airports that lack on-site capability but noted that the investigation is not expected to be completed before November 1988. In the interim, he added, it would be unfair to prolong the uncertainty on the part of the people who operate and use the affected airports.

Accordingly, McArtor ordered cancellation of FAA Advisory Circular AC 91-64, "Use of Remote Altimeter Settings in Instrument Approach Procedures," dated April 23, 1985.

Initially, the ban on the use of remote altimeter setting sources was to take effect Jan. 1, 1987, but this was subsequently postponed until Jan. 1, 1988, at the request of the Aircraft Owners and Pilots Association (AOPA) and other general aviation groups. AOPA contended that FAA had not demonstrated that these procedures compromised safety.

Pending completion of its study, FAA will take no action to abolish any of the instrument approaches at the affected airports.

###



U.S. Department of
Transportation

News:

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

FOR RELEASE MONDAY
November 2, 1987

FAA 35-87
Contact: John G. Leyden
Tel.: (202) 267-8521

FAA OFFERS GRACE PERIOD FOR PILOTS TO REPORT DWI CONVICTIONS

FAA Administrator Allan McArtor announced today his agency is giving a second chance to pilots and other airmen who failed to report required information on drunk driving or other traffic convictions on their applications for FAA medical certificates.

McArtor said FAA plans to intensify its enforcement activities against licensed airmen who have made "intentionally false or fraudulent statements" concerning their traffic conviction records, particularly drunk driving. However, he added that the agency will offer a grace period and will not take any enforcement action based on this kind of falsification against anyone until Jan. 1, 1988. This will give airmen who fall in this category a chance to correct their medical records voluntarily.

Pilots and other airmen who make fraudulent or intentionally false statements on their applications can have their medical, airman and ground instructor certificates suspended or revoked.

A cross-check of FAA's medical certificate applications against the National Driver Register by the Department of Transportation's Office of Inspector General (OIG) earlier this year showed that a significant number of pilots have failed to inform FAA of past drunk driving convictions. OIG found that 7,850 pilots had lost their motor vehicle operator's license at one time or another for drunk driving convictions and had not reported this information to FAA.

FAA currently is restricted by law from accessing National Driver Register data, although the Department has proposed legislation that would grant it this authority. The register contains information provided by the states on drivers whose licenses have been suspended or revoked for drunk driving and other serious violations. In the interim, the OIG has uncovered other evidence from state and federal records of pilots not reporting drunk driving convictions to FAA and has turned this information over to the agency for possible follow-up action. However, FAA will not take enforcement action in these cases until after Jan. 1 to give pilots in this group and others in the same circumstance an opportunity to submit corrections to their medical records.

- more -

-2-

After Jan. 1 and until further notice, FAA will continue to accept corrected medical data from pilots and other airmen and will not take enforcement action against them based on this type of falsification if the airman provides the corrected information before FAA becomes aware of the falsified data. But the agency said that granting of the grace period does not preclude it from suspending or revoking a medical certificate because of a concern about whether the airman is medically qualified.

Pilots wishing to amend their medical records should send the information to the Aeromedical Certification Branch, AAM-130, Civil Aeromedical Institute, Mike Monroney Aeronautical Center, Federal Aviation Administration, P.O. Box 25082, Oklahoma City, OK 73125.

#

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

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

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Federal Aviation
Administration
DOT 515





U.S. Department of
Transportation

News:

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

139.4

FOR IMMEDIATE RELEASE
Monday, November 9, 1987

FAA 38-87
Contact: John Leyden
Tel.: (202) 267-8521

FLIGHT DELAYS DROP IN OCTOBER

Flight delays in the nation's airspace dropped 45 percent in October when compared to the same month last year.

FAA's preliminary count of 19,493 delays of 15 minutes or more in October was the lowest monthly total since the 17,844 recorded in January 1986. It also was the third lowest monthly total in the last four years.

The October figure continues a downward trend in flight delays that began in May 1987. Over the past four months (July through October), delays were down 29 percent when compared with the same period in 1986. For the 10 months through October, delays were down 12 percent.

FAA counts only those delays that result from "system" problems such as bad weather, heavy traffic volumes, air traffic control equipment problems and airport construction. It does not include delays initiated by the airlines for mechanical or other reasons.

FAA Administrator Allan McArtor noted that this record has been achieved despite continuing increases in the number of flights in the air traffic control system. So far this year, the number of flights handled by FAA's 20 air route traffic control centers is up about five percent over 1986.

McArtor attributed the turnaround to airline scheduling changes that were implemented June 1 following meetings with FAA, airline and Department of Transportation officials. Also cited were improved air traffic control procedures such as the Expanded East Coast Plan, which has helped to reduce flight delays at the three major New York airports almost 40 percent this year by creating new arrival and departure routes. Additional East Coast Plan changes are scheduled for implementation later this month.

FAA's preliminary figure of 19,493 delays for October — an average of 629 a day — compares with 35,557 in October 1986 when the daily average was 1,147.

For the first 10 months of the year, the total number of delays was 300,007, as measured against 341,002 in the same period in 1986.

###



U.S. Department of
Transportation

News:

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

139.5

FOR RELEASE TUESDAY
November 10, 1987

FAA 37-87
Contact: Jo Ann Sloane
Tel.: (202) 267-3442

FAA APPROVES GRANTS TO 11 COLLEGES AND UNIVERSITIES

FAA Administrator Allan McArtor today announced the award of \$5 million in grants to 11 colleges and universities to start or continue aviation education programs.

The "airway science" grants will be used for such projects as the construction of new classroom and laboratory facilities and the acquisition of instructional equipment in support of airway science programs at the institutions.

The FAA-sponsored academic program was initiated in 1983 to further the development of aviation education. A total of 30 institutions have FAA approved programs available to students, and another 20 schools are in the process of getting approval.

The grant recipients this year are:

* Auburn University, Auburn, Ala., \$220,255 to acquire equipment for a flight education simulation laboratory;

* Embry-Riddle Aeronautical University, Daytona Beach, Fla., \$204,400 to develop and equip aviation maintenance management and weather systems management laboratories;

* Florida Institute of Technology, Melbourne, Fla., \$1 million to construct an aviation classroom/laboratory building;

* Hampton University, Hampton, Va., \$300,000 to renovate space dedicated as aviation classrooms;

* Interamerican University of Puerto Rico, San Juan, Puerto Rico, \$947,312 to construct an academic facility dedicated to aviation education;

-more-

* Kearney State College, Kearney, Neb., \$162,315 to equip a meteorology laboratory and high technology aviation classrooms;

* Middle Tennessee State University, Murfreesboro, Tenn., \$90,164 to acquire equipment dedicated to a weather laboratory;

* National University, San Diego, Calif., \$500,000 to acquire flight and air traffic control simulation equipment;

* Ohio State University, Columbus, Ohio, \$900,000 to construct an aviation academic facility;

* San Jose State University, San Jose, Calif., \$362,800 to acquire aircraft systems and flight simulators; and

* Southern Illinois University at Carbondale, Ill., \$312,754 for aviation classroom expansion and a visual flight simulator.

#

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

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

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Federal Aviation
Administration
DOT 515





U.S. Department of
Transportation

News:

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

139.11

FOR RELEASE WEDNESDAY
November 18, 1987

FAA 39-87
Contact: JoAnn Sloan
Tel.: (202) 267-3445

FAA REVISES AIRPORT CERTIFICATION RULES TO IMPROVE SAFETY COMPLIANCE

The Federal Aviation Administration (FAA) has adopted a major revision of its airport certification regulations designed to improve compliance with and enforcement of safety standards. The changes affect such areas as aircraft fueling, firefighting and rescue equipment, and snow and ice control.

Under the revised regulations, individual airport operators will retain responsibility for the overall safety of fueling operations by setting standards for airport tenant organizations and conducting periodic inspections to insure compliance. However, responsibility for quality control of aircraft fueling activities, such as protection against fuel contamination and misfueling, will be shifted from the airport operators to airport tenants. FAA will closely monitor implementation of the new rule to determine whether any additional changes are needed.

In the area of aircraft firefighting and rescue vehicles, FAA will continue to set minimum standards for all commercial airports. FAA had considered relaxing its requirement that at least one fire/rescue vehicle be required, even at the smallest airports. However, it decided to continue that requirement for safety reasons.

The amended rule also mandates that all required firefighting and rescue vehicles be equipped with two-way radios. Also, at least one firefighting employee who is trained in emergency medical care must be on duty during air carrier operations.

Other changes mandate a full scale demonstration of the airport emergency plan every three years and, for the first time, require airport operators in snow belts to have a written snow and ice control plan. Also included are additional restrictions on access of ground vehicle traffic to aircraft operational areas.

The revision and reorganization of Part 139 of the Federal Aviation Regulations ("Certification and Operations: Land Airports Serving Certain Air Carriers") was published in the Federal Register on Nov. 18, 1987. It is based on a Notice of Proposed Rulemaking issued Oct. 23, 1985.

#####



U.S. Department of
Transportation

News:

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

139,13

FOR RELEASE THURSDAY
November 19, 1987

FAA 40-87
Contact: Lowell Johnson
Tel.: (202) 267-3831

AIRPORT GRANT ALLOCATIONS FOR THE FOURTH QUARTER

The Federal Aviation Administration approved \$284 million in allocations under the Airport Improvement Program (AIP) during the fourth quarter of Fiscal Year 1987. The money went for 320 planning and development projects in 50 states and two territories.

FY 1987 airport program funding was established by Congress at a \$1.025 billion level. Funds are drawn from the Aviation Trust Fund, which is financed by aviation user taxes, including the airline passenger ticket tax, with Congress approving annual funding levels.

Of the \$284,018,931 million allocated in the fourth quarter, \$171,370,616 went for 117 projects at primary airports. Another \$29,921,187 was allocated for 85 projects at general aviation airports and \$59,410,103 was approved for 51 projects at reliever airports which help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of \$18,996,334 for 35 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were 32 airport and system plan studies totaling \$4,320,691.

###

ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

JULY 01, 1987 TO SEPTEMBER 30, 1987

ALABAMA	\$502,749	MONTANA	\$2,018,945
ALASKA	\$15,465,079	NEBRASKA	\$2,717,770
AMERICAN SAMOA	\$400,000	NEVADA	\$16,263,326
ARIZONA	\$15,038,596	NEW HAMPSHIRE	\$638,894
ARKANSAS	\$887,350	NEW JERSEY	\$857,855
CALIFORNIA	\$21,198,815	NEW MEXICO	\$99,000
COLORADO	\$2,015,520	NEW YORK	\$12,604,997
CONNECTICUT	\$176,850	NORTH CAROLINA	\$4,498,864
DIST. OF COLUMBIA	\$216,001	NORTH DAKOTA	\$1,039,863
FLORIDA	\$8,834,786	OHIO	\$27,299,611
GEORGIA	\$5,044,303	OKLAHOMA	\$3,161,906
HAWAII	\$6,971,387	OREGON	\$2,172,996
IDAHO	\$1,963,538	PENNSYLVANIA	\$10,613,243
ILLINOIS	\$19,208,749	RHODE ISLAND	\$2,211,656
INDIANA	\$10,642,713	SOUTH CAROLINA	\$635,253
IOWA	\$2,542,100	SOUTH DAKOTA	\$134,100
KANSAS	\$1,183,465	TENNESSEE	\$4,769,544
KENTUCKY	\$3,172,779	TEXAS	\$21,544,296
LOUISIANA	\$5,599,331	UTAH	\$3,491,843
MAINE	\$49,500	VERMONT	\$798,782
MARYLAND	\$1,421,888	VIRGIN ISLANDS	\$558,900
MASSACHUSETTS	\$1,551,411	VIRGINIA	\$5,510,476
MICHIGAN	\$10,294,920	WASHINGTON	\$3,881,950
MINNESOTA	\$1,350,113	WEST VIRGINIA	\$145,613
MISSISSIPPI	\$176,636	WISCONSIN	\$8,735,155
MISSOURI	\$11,408,704	WYOMING	\$296,810
		TOTAL	\$284,018,931

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

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

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Federal Aviation
Administration
DOT 515





U.S. Department of
Transportation

News:

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

FOR RELEASE TUESDAY
December 1, 1987

FAA 41-87
Contact: Jo Ann Sloane
Tel.: (202) 267-3445

PLANES MUST HAVE ALTITUDE DEVICES BY DECEMBER 1 AT 14 MAJOR AIRPORTS

Effective today, the Federal Aviation Administration is requiring an altitude-reporting transponder on all aircraft entering the controlled airspace surrounding 14 major U.S. airports to enhance their safety levels, bringing the number of airports requiring such transponders to 23. The rule setting the December 1 effective date was announced last January.

FAA Administrator Allan McArtor said, "The new regulation is part of a comprehensive FAA program to provide increased protection against midair and near midair collisions at the nation's airports." He explained that the required equipment will give air traffic controllers altitude information on all flights in terminal control areas (TCAs), enabling them to provide more precise traffic advisories to aircraft under their control.

The new regulation applies to the so-called Group II TCAs around airports in Cleveland, Denver, Detroit, Honolulu, Kansas City, Houston (Intercontinental), Las Vegas, Minneapolis, New Orleans, Philadelphia, Pittsburgh, Seattle, St. Louis and San Diego.

McArtor noted that FAA already mandates the use of transponders with an altitude encoder at the nine busiest terminal control areas, Atlanta, Boston, Chicago, Dallas, Los Angeles, Miami, New York (JFK, LaGuardia and Newark), San Francisco and Washington, D.C. The new regulation standardizes the equipment requirements for all 23 TCAs.

FAA also plans to establish an additional nine TCAs—pushing the total to 32—and altitude-reporting transponders also will be required at those locations. The nine new TCAs to be proposed next year are: Washington's Dulles Airport, Baltimore-Washington, Charlotte, N.C., Orlando, Tampa, Houston (Hobby), Phoenix, Salt Lake City and Memphis. Plans to tighten air traffic control restrictions at these airports were announced in Charlotte, N.C., last August by former Secretary Elizabeth Dole.

FAA also has proposed in a related rulemaking that all aircraft operating within 30 miles of a TCA airport be equipped with altitude reporting transponders. This would help prevent aircraft without such equipment from overflying the TCA or operating underneath the TCA floors. The typical TCA is shaped like an upside-down wedding cake with three tiers, each extending farther from the airport.

#####



U.S. Department of
Transportation

News:

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

M-49 139.22

FOR IMMEDIATE RELEASE
Tuesday, December 8, 1987

FAA 42-87
Contact: John Leyden
Tel.: (202) 267-8521

FAA REPORTS FOURTH CONSECUTIVE MONTHLY DROP IN CONTROLLER OPERATIONAL ERRORS

The Federal Aviation Administration reported today that operational errors by air traffic controllers dropped again in November for the fourth month in a row when compared with 1986.

Preliminary figures for November show operational errors declined by 20 percent from November 1986. This follows decreases of 23 percent in October, 14 percent in September, and 15 percent in August, compared to the same months last year. The overall decline for the four month period was 18 percent.

An operational error is defined as a violation of air traffic control separation standards between two or more controlled aircraft. When aircraft are operating below 29,000 feet altitude between airport terminal areas, for example, the standards are five miles horizontal separation or 1,000 feet vertical separation. The horizontal standard is three miles in terminal areas.

In 1984, FAA installed a computer software program at its 20 domestic air route traffic control centers, which handle flights as they travel between cities, to automatically detect violations of minimum separation standards, including those not visibly discernible by controllers. Such automatic detections resulted in a sharp increase in the count of operational errors for that year, but the number was reduced by 25 percent in 1985 and another 14 percent in 1986.

Operational errors began climbing during the first half of 1987 and at the end of June were 20 percent above the same period last year. The trend leveled off in July, however, and then headed back down. For the first 11 months of 1987, the total number of operational errors was 1,139 as compared to 1,120 during the same period last year, an increase of 1.7 percent. In November, 79 operational errors were reported compared with 99 in the same month last year, a drop of 20 percent.

Only about one percent of all operational errors at air route traffic control centers are classified as "major" errors under a point system that would indicate horizontal separation was less than half a mile and vertical separation under 500 feet. Approximately 80 percent of errors are classified as "minor" and the remaining 18 to 19 percent as "moderate." For the first 11 months of the year, the total number of operational errors represent about .001 percent of all operations handled by controllers in the en route centers.

#



U.S. Department of
Transportation

News:

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

FOR RELEASE WEDNESDAY
December 9, 1987

FAA 44-87

Contact: Dale Petroskey

Tel.: (202) 366-4570

John G. Leyden

Tel.: (202) 267-8521

FIRST NEW AIRPORT RADAR DELIVERED; WILL GIVE BETTER PICTURE OF BAD WEATHER

Secretary of Transportation Jim Burnley announced today that the first of a new generation of airport surveillance radars (ASR-9) has been delivered to the Huntsville, Ala., airport.

Burnley said the ASR-9 represents a significant advance over current airport radars which must suppress weather data to prevent interference with the display of traffic information. He explained that the ASR-9 overcomes this problem by using separate channels for weather and traffic data.

Burnley said, "The ASR-9 delivery means we are bringing on line another major project of the National Airspace System Plan, our ten-year program to modernize the nation's airspace system. The new communications, navigation and surveillance equipment we are installing will give this country the most advanced aviation system in the world."

Federal Aviation Administrator Allan McArtor stated that the new radars ability to provide more precise weather information by displaying both traffic and weather information simultaneously will substantially improve the ability of controllers to detect and guide aircraft through bad weather conditions around airports.

According to McArtor, areas of bad weather will be shown on the ASR-9 as background or outlines. It can display weather data indicating six different intensity levels ranging from weak to extreme.

"Controllers will have a much better picture of severe weather in the terminal area and can take actions to help pilots avoid these areas," McArtor said. "That translates into enhanced safety."

The ASR-9 also employs advanced Doppler technology to filter out radar reflections from birds and surface vehicle traffic and improve detection of small aircraft, particularly those not equipped with transponders for signaling their locations. The equipment is capable of detecting a one square meter target at a distance of 60 nautical miles.

-more-

Another ASR-9 advantage is its dual operational channels. One of the channels is always on standby, ready to take over immediately if the regular one fails.

FAA has 101 ASR-9s on order from Westinghouse Defense and Electronics Center under a \$400 million contract awarded in the fall of 1983. It was the largest radar contract in FAA history and the first major system acquisition in the air traffic control modernization program.

The ASR-9 will undergo extensive field testing at Huntsville before it is commissioned for operational use in May 1988. Additional deliveries of the equipment will begin early in 1988 with the next three systems going to FAA facilities in Oklahoma City and Atlantic City. Also scheduled to receive the ASR-9 during the first quarter of 1988 are Newburgh, N.Y., Salt Lake City, Utah, Pasco, Wash., and Moses Lake, Wash.

Delivery of the ASR-9 actually will result in the upgrading of radars at more than 150 airports since 56 systems will replace ASR-7s and ASR-8s, which in turn will be relocated to other airports to replace ASR-4s and ASR-5s.

All ASR-9 deliveries are scheduled to be completed in early 1991. A complete list is attached.

#

ASR-9 DELIVERY SCHEDULE

Second Quarter, 1988

Newburgh-Stewart, NY
Salt Lake City, UT
Pasco, WA
Moses Lake, WA

Third Quarter, 1988

Harlingen, TX
Los Angeles, CA
Los Angeles, CA
McClellan AFB/Sacramento, CA
Beale AFB/Marysville, CA
Wichita, KS
Washington-Dulles/Chantilly, VA
Tulsa, OK
Charleston, SC

Fourth Quarter, 1988

Addison, TX
Colleyville, TX
Syracuse, NY
Quonset Point NAS, RI
Raleigh, NC
Rochester, NY
Toledo, OH
Austin, TX
Andrews AFB/Camp Springs, MD

First Quarter, 1989

Charlotte, NC
Birmingham, AL
Offut AFB, Omaha, NE
Ft. Lauderdale, FL
Madison, WI
Chicago-O'Hare/Des Plaines, IL
Chicago-Tenley, IL
Atlanta, GA
Washington National/Arlington, VA

Second Quarter, 1989

Oakland, CA
Norfolk, VA
Richmond, VA
Pittsburgh, PA
Boston, MA
Miami, FL
Philadelphia, PA
Detroit, MI
JFK/New York, NY

Third Quarter, 1989

Lambert/St. Louis, MO
Denver, CO
Cleveland, OH
Seattle, WA
Minneapolis, MN
Phoenix, AZ
Houston, TX
Baltimore, MD
Kansas City, MO

Fourth Quarter, 1989

Indianapolis, IN
Sarasota, FL
Columbus, OH
Moisant/New Orleans, LA
San Antonio, TX
Long Beach, CA
Buffalo, NY
Covington, KY
Hobby/Houston, TX

First Quarter, 1990

Tampa, FL
Milwaukee, WI
Newark, NJ
Dayton, OH
Portland, OR
Las Vegas, NV
Nashville, TN
Ontario, CA
Louisville, KY

Second Quarter, 1990

Windsor Locks, CT
Jacksonville, FL
Hillsboro, OR
Will Rogers/Oklahoma City, OK
White Plains, NY
Albuquerque, NM
Orlando, FL
Greensboro, NC
Knoxville, TN

Third Quarter, 1990

Burbank, CA
Harrisburg, PA
Des Moines, IA
Maxwell AFB/Montgomery, AL
Albany, NY
Biggs, El Paso, TX
Reese AFB/Lubbock, TX
Barksdale AFB/Shreveport, LA
Davis-Monthan AFB/Tucson, AZ

Fourth Quarter, 1990

Grand Rapids, MI
Ft. Wayne, IN
Islip, NY
Daytona Beach, FL
Atlantic City, NJ
Asheville, NC
Cedar Rapids, IA
Memphis, TN
Honolulu, HA

First Quarter, 1991

Moffett NAS/Mt. View, CA
Miramar NAS, San Diego, CA
El Toro MCAS/Santa Ana, CA



U.S. Department of
Transportation

News:

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

139-26

JP-441

FOR RELEASE THURSDAY
December 10, 1987

FAA 45-87
Contact: John Leyden
Tel.: (202) 267-8521

JANNETTE NAMED TO FAA'S TOP PUBLIC AFFAIRS POST

Appointment of James C. Jannette as the Federal Aviation Administration's Assistant Administrator for Public Affairs was announced today by FAA Administrator Allan McArtor.

Jannette moves over from the Pentagon where he was Chief of the Air Force News Desk in the Armed Forces News Branch. An Air Force lieutenant colonel, he will remain on active duty during his FAA assignment.

Since receiving his Air Force commission in 1970, the 40-year-old Jannette has been involved in public affairs and public information activities for various commands. From 1978 to 1982, he was the public affairs chief for the celebrated Thunderbirds precision flying team.

Other assignments included four years—1972 to 1977—as an English instructor at the Air Force Academy in Colorado Springs, Colo. He began his Pentagon service in 1984, after a year in Korea, and took over the Air Force News Desk in April 1987.

His academic credentials include a B.S. in Education from Ohio University in 1969 and a master's degree in English from the same school in 1970. He lives with his wife and two children in Alexandria, Va. His wife also is an Air Force lieutenant colonel.

###



U.S. Department of
Transportation

News:

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

FOR RELEASE TUESDAY
December 22, 1987

FAA 47-87
Contact: Catherine Bedell
Tel.: (202) 366-4570
John Leyden
Tel.: (202) 267-8521

FLIGHT DELAYS DROP AGAIN IN NOVEMBER, BURNLEY SAYS

Secretary of Transportation Jim Burnley announced today that flight delays in the nation's airspace declined 31 percent in November when compared to the same month last year.

Burnley noted it was the fifth month in a row that delays reported by FAA dropped from the same month last year. He said, "Since midsummer, we have seen a very encouraging trend. In the July through November period, delays were down 30 percent from the same period in 1986, even though traffic has increased."

For the first 11 months of this year, flight delays of 15 minutes or more were running 14 percent below the same period last year, he said.

FAA reports only those delays that result from "system" problems, such as bad weather, heavy traffic volume, air traffic control equipment problems and airport construction. It does not include delays initiated by the airlines for mechanical and other reasons.

Burnley said, "Since last January we have taken a series of steps in an effort to reduce flight delays. In recent months, these steps have started to produce results. During the busy holiday travel season, we may see more delays, but the overall trend looks good."

He said one reason for the drop in delays was more realistic flight schedules implemented by the airlines since June 1 after airline scheduling talks called by former Secretary of Transportation Elizabeth Dole. Airlines shifted about 1,000 flights to less congested time slots. In addition to these changes, DOT reached agreements in August with six airlines to publish realistic schedules for flights operating to or from four major airports. The actions followed DOT investigations of scheduling practices by carriers in the first half of 1987. In the past six

(more)

months, DOT has reached settlements with two airlines, Northwest and Continental, regarding violations of the Federal Aviation Act and its consumer protection regulations. Both settlements provided for the payment of substantial civil penalties.

Burnley also noted that in November DOT started issuing monthly reports giving consumers information on flight delays and mishandled baggage by the airlines so they can choose airlines and flights on the basis of on-time performance as well as other factors.

FAA Administrator Allan McArtor said the agency is continuing efforts to improve the efficiency of the air traffic control system through implementation of new procedures, hiring more controllers and installation of new computers, radars and other equipment. He cited improved air traffic procedures under the Expanded East Coast Plan, started in February, which helped to reduce delays by almost 40 percent at the three New York area airports. In November, new departure routes from the New York area were established under the plan to speed flights to the Midwest and West Coast.

FAA's count of November delays shows a total of 25,648 for a daily average of 855. This compares to 37,068 in November 1986, or 1,236 per day.

For the first 11 months of 1987, delays totaled 325,654 compared to 378,070 through November last year. At the same time, flight operations at the 22 busiest airports grew to 8,617,178 in the first 11 months this year, compared with 8,449,929 in the same period of 1986.

#

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

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

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Federal Aviation
Administration
DOT 515





U.S. Department of
Transportation

News:

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

FOR RELEASE TUESDAY
December 22, 1987

FAA 46-87
Contact: John Leyden
Tel.: (202) 267-8521

FAA RELEASES CONTROLLER OVERTIME FIGURES FOR 1987

The Federal Aviation Administration (FAA) reported today that in the first 42 weeks of this year, more than 90 percent of the air traffic controllers and supervisors either worked no overtime or less than four hours of overtime a week.

Controllers at the nation's busiest facilities averaged one hour and five minutes of overtime per week during the first 10 months of 1987. Moreover, only seven percent worked a full day of overtime in any two week period, even during the busy summer months.

FAA Administrator Allan McArtor noted that despite significantly higher traffic volumes and a heavier training schedule for more experienced controllers, the average overtime increased just seven minutes compared with the same period last year. In addition, some of the larger air route traffic control centers that have experienced higher than average overtime -- such as those at Boston, Chicago and New York -- have improved by lowering overtime use in recent weeks. These facilities will continue to receive special attention from FAA.

Employment in FAA's controller workforce at the end of fiscal year 1987 exceeded both the 1987 goal and the FAA's original estimate for the end of fiscal 1988. Excluding trainees at the academy and air traffic assistants, controller workforce employment stood at 15,275 at the end of October. Congressional approval of DOT's fiscal 1988 budget request would push the total controller workforce to 15,800 by Sept. 30, 1988.

#####



U.S. Department of
Transportation

News:

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

FOR RELEASE WEDNESDAY
January 13, 1988

FAA 01-88
Contact: Jo Ann Sloane
Tel.: 202/267-3442

FAA PUBLISHES GENERAL AVIATION SURVEY REPORT

The Federal Aviation Administration has published a report showing that the 220,044 general aviation aircraft in the United States made an estimated 95.1 million flights in 1986.

The report, entitled "General Aviation Activity and Avionics Survey," indicates an overall increase in general aviation (non-airline) activity from 1985 to 1986, with total hours flown increasing 0.9 percent and the number of aircraft rising 4.5 percent. The general aviation category is comprised of private, business and corporate aviation, and various commercial activities such as crop dusting.

The survey showed that the most common primary use of general aviation aircraft was personal for an estimated 55 percent of the fleet, followed by business for 20 percent, instructional for seven percent, and executive for five percent of the fleet.

Turboprop and turbojet aircraft averaged the greatest number of flight hours with 423 and 354 hours, respectively. Twin engine turboprops with 13 or more seats flew about 1,013 hours per aircraft, and single-engine, piston-powered planes with fewer than four seats averaged some 125 hours.

Copies of the report, number FAA-MS-87-5, are available from the National Technical Information Service, Springfield, Va. 22161.

####



U.S. Department of
Transportation

News:

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

FOR RELEASE THURSDAY
January 21, 1988

FAA 02-88
Contact: John Leyden
Tel.: (202) 267-8521

HERBERT MCLURE NAMED TO TOP FAA HUMAN RESOURCE MANAGEMENT POST

Herbert R. McLure's appointment as the Federal Aviation Administration's Associate Administrator for Human Resource Management was announced today by FAA Administrator Allan McArtor. He replaces Charles E. Weithoner who retired Jan. 3 after 25 years with FAA.

McLure was previously a senior official of the U.S. General Accounting Office, responsible for evaluating FAA programs. Over the past few years, McLure appeared at more than 20 congressional hearings to present GAO evaluations of FAA efforts to hire and train air traffic controllers, improve airline safety, upgrade equipment, and monitor passenger screening. He also participated in GAO evaluations of airline deregulation and other related transportation matters.

In his new job, McLure will be responsible for all of FAA's human resource management activities including organizational effectiveness, personnel and training, and labor and employee relations. The post was created in 1984 as part of FAA's effort to improve its management and more effectively use the collective talent and strength in its work force. From 1981 to 1983, McLure directed a similar project in GAO that resulted in substantial changes in that agency's systems for motivating and rewarding employees.

McLure has been with GAO since 1964 with the exception of one year spent in private industry. He moved to Washington in 1969 and held a series of management posts in GAO. He directed GAO evaluations of transportation issues through much of the 1970s and has been GAO's Senior Associate Director for Transportation since 1985, a post that brought him into continued contact with FAA.

A native of Tempe, Ariz., McLure received his BA in accounting from Northern Arizona University and later earned an MBA in organizational behavior from George Washington University in Washington, D.C. He is a certified public accountant and received numerous citations and awards during his GAO career, including the Distinguished Service Award in 1987.

#####



U.S. Department of
Transportation

News:

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

139.44

FOR RELEASE THURSDAY
January 21, 1988

FAA 04-88
Contact: John G. Leyden
Tel.: 202/267-8521

NEAR COLLISION REPORTS UP IN 1987 BUT IN-FLIGHT COLLISIONS DECLINE

FAA Administrator Allan McArtor announced today that FAA received more reports of near midair collisions from pilots in 1987 than in 1986 although the number of actual in-flight collisions dropped to their second lowest level in 20 years.

In another area, McArtor noted that operational errors by air traffic controllers declined 11 percent in the last six months of 1987, negating an increase in the number of these incidents in the first part of the year, and finishing just two percent above the 1986 level; less than half the increase in air traffic. Operational errors are violations of air traffic control separation standards between two or more controlled aircraft. The great majority do not involve near midair collisions or other safety problems.

McArtor said, "The lack of any apparent correlation between the various data bases makes it difficult to define and measure the overall safety of the nation's airspace. As I have noted before, we need a Dow Jones index of aviation safety that will provide a convenient reference for both industry and the public."

"Accordingly, as part of my IMPACT 88 Program, I have directed that the agency sponsor an independent study to develop system safety indices that will enable us to identify situations in which exposure to risk is increasing in the National Airspace System," he added. "Such a set of safety indicators would enable FAA to identify problem areas and focus on our resources in those areas."

"This will be a two-phased program with the first step being the development of air traffic system indicators and the second encompassing the development of flight operations safety indicators," he continued. "We expect to launch Phase I within the next two weeks and have a prototype system in place by the end of the year."

-more-

Preliminary FAA statistics show 1,056 near collision reports last year, a 26 percent increase from the 840 recorded in 1986. However, the agency noted that the year ended on a positive note with the number of reported incidents declining by 24 percent in the November-December period, when compared with the same months in 1986. Moreover, the 46 reports in December was the lowest monthly total since February 1986.

The trend appears to be continuing into this year with only 16 near collisions reported to FAA through January 15. Last year, the number for the first half of January was 25.

In contrast to the increase in near collision reports, the number of in-flight collisions between two aircraft dropped 22 percent last year, going from 27 in 1986 to 21. That record has been bettered only once in the last two decades, in 1983 when there were 12 midair collisions. The high during that period was 37 in both 1968 and 1970.

Additionally, only nine of the 21 midair collisions last year resulted in fatalities. The total of 21 fatalities was the lowest in the past 20 years.

The 1,056 near midair collision reports was the highest number since the 1968-1971 period when FAA conducted a special program designed to encourage full reporting of these incidents by offering participating pilots immunity from enforcement action. In 1968, the agency received 2,230 near midair collision reports, but the numbers dropped off to 1,444 in 1969, 1,456 in 1970, and 1,350 in 1971.

All near collision reports are investigated by safety inspectors and classified into one of three categories: critical, potential and no hazard. A rough rule of thumb is that those incidents involving a separation of less than 100 feet generally are classified as critical and those between 100 and 500 feet as potential, although circumstances are often as important as distance in making this determination. Those over 500 feet where the course and altitude of the aircraft involved were such that a collision was highly unlikely generally are classified as no hazard.

To date, FAA has completed the investigation of 893 of the 1,056 near collision reports received in 1987. Of this number, 163 (18%) have been labeled critical, 502 (56%) potential and 228 (25%) no hazard.

Because of the lack of any correlation between near midair collision reports and actual in-flight collisions, McArtor said it's difficult to tell whether the higher numbers represent more incidents, increased pilot participation in the reporting program, or a combination of the two.

"From a practical standpoint, it makes little difference," he added. "One of the premises of our IMPACT 88 Program is that we need to restore public confidence in air transportation and that requires action on our part."

"Therefore," he continued, "we have initiated a comprehensive program designed to reduce the potential for midair and near midair collisions. Included are various educational, procedural, regulatory and research and development initiatives."

"For example," he said, "just last month we standardized the requirement for aircraft to have a Mode C (altitude-reporting) transponder to operate in all 23 of the terminal control areas surrounding our major airports. This equipment provides air traffic controllers with more complete information on aircraft in the terminal control area and improves their ability to keep traffic safely separated."

Additionally, McArtor noted that FAA expects to take final action this year on another proposed rule that would require the Mode C transponders in all aircraft operating within 30 miles of an airport that has a terminal control area. It also plans to establish nine new terminal control areas, pushing the total to 32.

"Furthermore," he continued, "we expect to complete the operational evaluation of the Traffic Alert and Collision Avoidance System (TCAS) this year and finalize a rule that would require this equipment on all commercial aircraft early in the 1990s. This equipment will give airline pilots a back-up warning system to help them avoid potentially hazardous in-flight situations.

The total number of operational errors in 1987 was 1,228, an increase of two percent from the 1,203 recorded in 1986. At the end of June, however, operational errors were running 18 percent above the 1986 level. FAA, therefore, made significant progress in the last six months in reducing the frequency of errors, despite the heavy traffic volumes of the summer months.

Only about one percent of all operational errors at air route traffic control centers where computers measure violations of separation standards are classified as "major" under a point system that would indicate horizontal separation was less than half a mile and vertical separation was under 500 feet. Approximately 80 percent of errors are classified as "minor" and the remainder as "moderate."

####



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, January 21, 1988

FAA 03-88
Contact: Jo Ann Sloane
Tel.: 202/267-3445

FAA TIGHTENS AIRLINE DEFERRED MAINTENANCE RULES

FAA Administrator Allan McArtor has told the airlines that FAA is placing additional limits on the time maintenance can be deferred on certain aircraft equipment, generally redundant systems, that may be inoperative for short periods without affecting flight safety.

The Administrator's action is aimed at curbing possible abuses of the minimum equipment list (MEL) which grants air carriers the authority to operate aircraft with certain non-critical items or components inoperative. For example, the MEL may permit the dispatch of an aircraft with one generator inoperative when the aircraft has multiple additional electrical systems. The MEL does not include such essential safety equipment as engines, flaps, landing gear and the like.

In a letter to airline chief executive officers, McArtor noted that industry MEL practices vary widely and said "a number of changes are needed to update our MEL policies, rules, and associated guidance material." FAA has begun such a project, he added, and, as a first step, he directed the airlines to implement specific changes in their MEL programs effective March 15.

The first equipment category cited in his letter include those items that presently have fixed time limits for repair. McArtor said these items "shall not be inoperative beyond those existing stated limits."

In a second category, McArtor set a three-day time limit on the repair of any item currently required by the MEL to be repaired at the next airport where repairs or replacements can be made.

-more-

Equipment in the third category must be repaired or replaced in 10 days. Included are such optional items as high frequency radios for long range flights. Also included are sub-systems, such as a faulty generator light, in cases where the operative condition of the equipment can be determined through alternative means.

"I know you share my conviction that proper operations of all items of equipment on every flight must be our only goal, and inoperative items of equipment can only be tolerated within the carefully controlled limitations of a MEL," McArtor wrote the CEOs.

"I strongly encourage all operators to set company policies which are more restrictive than the standards we have set as 'worst case' limits," he continued. "I assure you of my commitment to strict enforcement of these limits and seek your cooperation and involvement in our project to update the detailed categorization of MEL items and write associated advisory and guidance material."

###