

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, July 8, 1994

Contact: Pat Cariseo
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**FEDERAL GOVERNMENT PRESENTS
AVIATION NOISE RESEARCH AT PUBLIC FORUM**

The federal government on July 27 will present its latest research on aircraft noise at a public forum in Atlanta. The public is invited to make statements and ask questions at the meeting, which will be held at the Russell Federal Building, 75 Spring Street, from 9 a.m.- 5 p.m.

"We will present the findings from about a hundred research studies on aviation noise," said FAA Administrator David R. Hinson. "The forum is an excellent opportunity to get information to the public on this complex issue. We also expect valuable comments from other aviation noise experts and the general public attending the meeting."

The research presented at the meeting will include aviation noise reduction technology and the impact of noise on people, animals and property. After each presentation, time is allotted for audience questions. Public comments may be issued at specific time slots in the morning and afternoon.

Those interested in commenting should contact the FAA no later than July 15 by writing or calling Thomas Connor, FAA Office of Environment and Energy, 800 Independence Avenue, SW, Washington, DC 20591, (202) 267-3570.

This is the first nationwide session sponsored by the Federal Interagency Committee on Aviation Noise. The group, chaired by the FAA, includes the Army, Air Force and NASA. It was formed early last year to discuss public and private noise proposals, identify research areas, encourage noise research and promote noise-abatement technology. The government plans to hold other forums, similar to the Atlanta meeting, in other parts of the country.

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U.S. Department
of Transportation

**Federal Aviation
Administration**

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

MEDIA ADVISORY

Citing Role of GPS, FAA Halts Contract to Develop New Category 1 Instrument Landing Systems

Citing its commitment to satellite navigation, and the subsequent need for fewer Instrument Landing Systems, the Federal Aviation Administration (FAA) canceled plans to buy up to 235 next generation Instrument Landing Systems designed specifically for category 1 precision approaches.

"Given the speed with which satellite based technology is improving, it is no longer cost effective to develop a new generation of ILS specifically for category 1," said FAA Administrator David Hinson.

Instead, in a move expected to save eight million dollars, the FAA will utilize options in an existing contract with Wilcox Electric, of Kansas City, MO., to buy 64 Instrument Landing Systems (ILS) capable of category 1, 2, and 3 service.

The contract was competitively awarded to Wilcox in 1990 for development of up to 225 systems. The systems are currently undergoing operational testing by the FAA at the Atlantic City Technical Center and Kansas City International Airport.

The category 1, 2, and 3 capable equipment (Wilcox model MK-20) will meet and exceed category 1 technical requirements, and will become available about two years earlier than would have been possible under a new development contract.

Hinson said he believes that current category 1 needs will be met by the 64 category 1, 2, and 3 capable systems, while future needs will be met by satellite based technology using the Global Positioning System (GPS). The GPS has demonstrated the ability to handle category one precision approaches.

ILS provides precision guidance to pilots to the runway in various weather conditions. Category 1 is defined as a 200-foot decision height over the runway and a runway visual range of 2,400 feet.

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July 29, 1994

FAA News



Washington, D.C.

MEDIA ADVISORY

August 1, 1994

FAA RECOMMENDS PROCEDURES TO INCREASE HELICOPTER SAFETY

The Federal Aviation Administration (FAA) has issued a Special Airworthiness Alert for operators of the R22 and R44 helicopters. The alert provides the pilot with recommended flight procedures to increase safety.

The FAA is "strongly urging" pilots to:

- o Limit forward flight airspeed to the minimum possible, commensurate with the airspeeds prescribed in the Rotorcraft Flight Manual (RFM) for safe operation.
- o Restrict flight operation to the lowest possible density altitudes commensurate with safe height above the ground.
- o Use maximum power on RPM at all times, unless in autorotation.
- o Do not fly in turbulence that is forecast or observed to be moderate or severe.
- o Maintain balanced flight at all times.
- o Do not fly below 500 feet AGL except during takeoff and landing.
- o When hovering out-of-ground-effect, always hover into the wind.

In addition, the FAA has implemented a research program to identify characteristics unique to teetering rotor designs that make them susceptible to accidents. The team, which includes industry and government specialists, will convene August 9 at FAA's Rotorcraft Directorate in Fort Worth, Texas.

Since the certification of the R22 in 1979, there have been 21 fatal accidents involving main rotor blade/fuselage contact. The R44 has had one fatal accident since its 1992 certification that involved main rotor blade/fuselage contact.

Either before or immediately following contact with the main rotor blades with the fuselage mast bumping occurred. Mast bumping can occur when excessive main

rotor flapping results from main rotor blade stall. The excessive flapping results in the rotor hub assembly striking the main rotor mast with subsequent rotor system separation from the helicopter.

So far in 1994, five Robinson helicopters have been destroyed in fatal accidents. Three of the accidents were associated with mast bumping, and two involving flight into electrical power lines. The FAA is looking into the conditions that may lead to inflight main rotor blade/fuselage contact.

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NOTE: For additional information contact Marcia Adams on (202) 267-3488.
Special Airworthiness Alert attached.

SPECIAL AIRWORTHINESS ALERT

ROBINSON MODEL R-22 AND R-44 HELICOPTERS

RECENT ACCIDENTS

INTRODUCTION

The purpose of this special alert issue is to advise all owners and operators of R-22 and R-44 model helicopters of recent fatal accidents resulting from main rotor/fuselage contact and wire strikes. This alert recommends procedures to reduce the probability of these types of accidents. However, this special alert issue is for information purposes only and recommendations for corrective action are not mandatory.

BACKGROUND

Thus far in 1994, there have been five Robinson helicopters destroyed in fatal accidents; three associated with mast bumping, and two involving flight into electrical power lines.

Since certification of the model R-22 in 1979, there have been 21 fatal accidents resulting from main rotor blade/fuselage contact occurred. Additionally, since its certification in 1992, one R-44 has been destroyed following main rotor blade/fuselage contact. Mast bumping occurred in almost all of those 22 accidents either preceding or immediately following contact of the main rotor blades with the fuselage. Mast bumping may occur with a teetering rotor system when excessive main rotor flapping results from main rotor blade stall, low g (load factor below 1.0), abrupt control input, or some combination of these elements. The excessive flapping results in the rotor hub assembly striking the main rotor mast with subsequent rotor system separation from the helicopter. Both the models R-22 and R-44 are configured with a teetering rotor system design common to two-bladed rotor systems.

Many factors may contribute to blade stall, and pilots should be familiar with them. High forward flight speed, high density altitude, turbulence, aggressive maneuvering, and low rotor RPM can each contribute to blade stall. A low g flight condition can result from an excessive forward cyclic input in forward flight, rapid lateral cyclic movement, or abrupt lowering of the collective in high speed forward flight. In the absence of mandatory operating limitation reductions or design changes, education is our best weapon against this type of accident. By alleviating the factors known to accompany rotor RPM decay and low g, the frequency of mast bumping encounters can be reduced or eliminated. The onset of mast bumping is insidious, occurs without prior warning to the pilot, and usually results in separation of the main rotor system from the helicopter. The only reliable way to survive mast bumping is to avoid it. In order to avoid it, you must know the conditions that may culminate in mast bumping.

The FAA has initiated a research program to address the issue of main rotor blade/fuselage contact and mast bumping. The objective of the program is to identify unique characteristics of existing helicopter type designs that make those designs susceptible to mast bumping. If

warranted by the results, the FAA may direct changes to the rotorcraft type certification requirements and improvements to individual helicopter type designs. At the present time however, awareness and education will be the only means of reducing the frequency of this type of accident. This Special Airworthiness Alert was developed as an interim measure to achieve that goal.

RECOMMENDATIONS

Until the FAA completes a systematic evaluation of the features that lead to mast bumping, R-22 and R-44 pilots are strongly urged to:

1. Limit forward flight airspeed to the minimum possible, commensurate with the airspeeds prescribed in the Rotorcraft Flight Manual (RFM) for safe operation. Low g is a significant contributor to excessive rotor flapping and mast bumping. The capability of the helicopter rotor system to generate g (positive or negative) is directly proportional to airspeed. As airspeed is reduced, the rotor system is less capable of commanding an inadvertent low g condition and thus, there is a reduced risk of encountering mast bumping. High airspeed also contributes to retreating blade stall, accentuates the effects of turbulence, and requires increased engine power with the attendant possibility of rotor RPM decay.
2. Restrict flight operation to the lowest possible density altitudes commensurate with safe height above the ground (see item 6 below). As density altitude is increased the main rotor flapping resulting from low g flight is increased. Thus, the margin between the maximum flapping angle and contact between the hub and mast is reduced at higher altitudes. Additionally, power available decreases and power required increases with increasing density altitude. Therefore, the risk of rotor RPM decay is greater at higher altitudes. Likewise, the ability to recover lost RPM with engine power is also reduced at higher altitudes.
3. Use maximum power on RPM at all times, unless in autorotation. Rotor RPM decay can result from loss of engine power, exceeding the performance capability of the helicopter, or pilot inattention. RPM decay is insidious and RPM control demands pilot vigilance at all times.
4. Do not fly in turbulence that is forecast or observed to be moderate or severe. "Ride quality" in turbulence is a function of several factors, predominately gross weight. The relatively light gross weight makes the R-22 (and other aircraft in its weight class) more susceptible to the effects of turbulence. Most notably, main rotor flapping and aircraft attitude are affected by turbulence and can lead to blade stall, abrupt control inputs in response to uncommanded attitude deviations and ultimately, mast bumping.
5. Maintain balanced flight at all times. Sideslip creates lateral flapping in excess of that encountered during normal flight. This excess flapping allows less margin for lateral cyclic maneuvering in response to a low g induced roll.

6. Do not fly below 500 feet AGL except during takeoff and landing. The frequency of wire strikes in the R-22 and R-44 is alarming and can only be eliminated by maintaining a safe height above the wires. Pilots do not intentionally fly into wires, but wire strike accidents result from flying at altitudes lower than necessary and a lack of awareness of the presence of wires.

7. When hovering out-of-ground-effect, always hover into the wind. Hovering out-of-ground-effect often requires engine power close to the manifold pressure limit. A crosswind or tail wind increases the power required to compensate for the extra tail rotor thrust that may be required. Couple this power demand with pilot attention concentrated outside of the helicopter, and an unrecoverable loss of rotor RPM can result rapidly with the disastrous effects of rotor stall and main rotor blade/fuselage contact.

Although it may not be possible to comply with these recommendations throughout every conceivable R-22 and R-44 mission, these recommendations are intended to abate the conditions that lead to mast bumping and wire strike accidents. Adherence to these recommendations will promote safe flying and may keep you from becoming an accident statistic. The key word here is "avoidance". The factors discussed here should be considered by all pilots flying small helicopters configured with a teetering rotor system.

FOR FURTHER INFORMATION CONTACT

Mr. Tom Archer
Federal Aviation Administration
Rotorcraft Standards Staff, ASW-110
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FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

August 3, 1994

Contact: Marcia Adams
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FAA NAMES DEPUTY PUBLIC AFFAIRS CHIEF

Drucella A. Andersen is the FAA's new deputy assistant administrator for public affairs. Andersen becomes the first female to hold this position at the FAA. She joins the agency from NASA, where she headed public affairs for aeronautics.

In her new position, Andersen will manage external and internal communications, including the development of internal employee-oriented publications.

"Drucella brings 20 years of communications experience to the job," says Sandra Allen, Assistant Administrator for Public Affairs, APA-1. "She is a recognized media relations professional with diverse talents in communications."

Anderson has held several government positions with the National Transportation Safety Board, the Department of Transportation, and the Federal Highway Administration.

Andersen holds a master of science degree in consumer economics and a bachelor of science degree in journalism from the University of Maryland at College Park.

Andersen will join the FAA on August 8. She replaces Robert F. Buckhorn, who retired earlier this year.

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Friday, August 5, 1994

Contact: Pat Cariseo
Tel.: (202) 267-8521

FAA TO SEEK PUBLIC OPINION ON NEW AIRCRAFT NOISE INFORMATION

In an effort to work more closely with citizens and elected officials, the Federal Aviation Administration (FAA) announced today that it wants public comment on new information on New Jersey aircraft noise before making a final decision on an environmental study of air traffic patterns over the state.

Based on FAA's just-completed executive review, the agency will issue a "supplemental" draft environmental impact statement on a major 1987 aircraft routing realignment, known as the Expanded East Coast Plan. The supplemental, which is expected to be issued by Sept. 30, is a document that will contain information developed since the draft environmental impact statement was first issued.

"We're making this additional information available because we feel a deep commitment to President Clinton's government-wide spirit of openness," said Barry Valentine, FAA assistant administrator for policy, planning and international aviation. "At the FAA we believe providing information is essential to improving the public's understanding of this complicated problem, the difficult public policy tradeoffs and the range of potential solutions."

Valentine, appointed by the President earlier this year, holds the agency's top environmental policy post and reports directly to the administrator.

"Before making a final decision, we want to give the public information on a new noise mitigation proposal they haven't seen before. This approach and the information we will provide in the supplemental is also consistent with recent requests by the state's two senators. This issue is a top priority at the agency, and we are moving on it as quickly as possible," Valentine said.

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The supplemental is currently being compiled and written by a team at FAA Headquarters in Washington. When the document is issued, the public will have 45 days to comment on information generated since the release of the draft environmental impact statement. The information includes:

- o A proposed noise mitigation measure that would mitigate impacts of the Expanded East Coast Plan.
- o The agency's analysis of the New Jersey portion of the proposal by the New Jersey Coalition Against Aircraft Noise (NJCAAN) to route aircraft departing Newark Airport over the water 24 hours a day.
- o Noise measurement data and other information.

The National Environmental Policy Act environmental review process precludes the FAA from releasing further specifics at this time. However, this information will be detailed in the document when it is made public. After the comment period ends and the comments are analyzed, the FAA will issue its final environmental impact statement.

The Expanded East Coast Plan, implemented in 1987, was a comprehensive revision of the air route structure and air traffic procedures in 19 states and the District of Columbia to increase system efficiency and reduce aircraft delays at New York metropolitan airports. More than 6,000 aircraft a day use the metropolitan airspace. The region's three major airports, Newark, Kennedy and LaGuardia, are located within two minutes flying time of each other.

The preparation of an environmental impact statement was mandated by Congress in the Aviation Safety and Capacity Expansion Act of 1990 to analyze the effects of changes in aircraft flight patterns caused by implementation of the Expanded East Coast Plan over New Jersey.

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Attached are *Federal Register* notice of intent to issue a supplemental draft environmental impact statement and background information on Valentine.

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
[Docket No. 27649]

Environmental Impact Statement (EIS); Effects of Changes of Aircraft Flight Patterns Over State of New Jersey.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FAA is issuing a supplement to the draft environmental impact statement (DEIS) for the Expanded East Coast Plan (EECP) on the effects of changes in aircraft flight patterns over the State of New Jersey. The FAA believes that issuance of a supplemental DEIS will best serve the public interest and promote the purposes of the National Environmental Policy Act (NEPA). Due to the complexity of this EIS and the high degree of public interest in the issue, the FAA afforded the public a period of 369 days to comment on the DEIS. This is well in excess of requirements under NEPA. The supplement is intended to afford the public an opportunity to comment on information generated after the DEIS was issued, including (1) a measure developed by the FAA to mitigate the noise impact of the EECP in its existing form; (2) the agency's analysis of the New Jersey portion of the proposal by the New Jersey Coalition Against Aircraft Noise (NJCAAN) to route aircraft departing Newark International Airport over the water twenty four hours a day; and (3) other new and updated information that has been developed in response to public comments.

FOR FURTHER INFORMATION CONTACT: For further information contact Mr. William J. Marx, FAA Office of Air Traffic System Management, Environmental Issues Program Office, ATM-700, Washington, D.C. 20591, telephone (202) 267-7900.

SUPPLEMENTARY INFORMATION: The DEIS was issued November, 1992, presenting four alternatives for further consideration. These alternatives are:

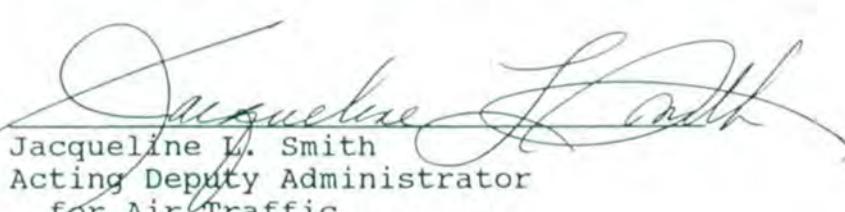
- Alternative A. Maintain the current (as defined in 1991) EECP structure. (Proposed action and no action)
- Alternative B. Return to 1986 air traffic routes and procedures using 1991 traffic. (Rollback)
- Alternative C2. Route Newark south flow departure traffic from over Raritan Bay to over the ocean (at night only) via a specific path defined by the Solberg and Colts Neck navigational aids. (Nighttime only oceanic/military routing)
- Alternative D3. Spread aircraft departing Newark runways 22L and 22R to three different headings. (Spreading or fanning)

During the process of developing a final EIS (FEIS), the FAA has identified a potential mitigation measure to minimize the impacts of the EECP. The FAA believes that the public would benefit from the opportunity to comment even though not required to do so. The FAA has also studied the routing proposal developed by the NJCAAN and submitted to the FAA during the comment period on the DEIS. While the FAA rejected a similar concept--Oceanic/Military Routing (24 hours per day)--in the DEIS because it was not operationally feasible, the FAA conducted a detailed analysis of the operational and noise effects of the NJCAAN proposal in consideration of the public interest in the proposal and the fact that the NJCAAN comments on the DEIS were funded in part by Federal funds. The FAA analysis of the NJCAAN proposal will be included in the supplement for public review and comment.

Finally, the supplement will include other information developed in response to comments on the DEIS, including a more detailed explanation of noise metrics, a further explanation of the Expanded Integrated Noise Model, an analysis of noise complaints, and an appendix that identifies noise levels by census block for alternatives, the proposed mitigation measure, and the NJCAAN routing proposal.

This notice is published to inform the public that the FAA intends to issue a supplemental DEIS by September 30, 1994. The public will be afforded a 45-day period to comment after release of the supplement. The agency's intent is to move expeditiously to develop a FEIS after consideration of comments received in response to the supplemental DEIS. Copies of the supplement will be mailed to all individuals who requested a copy of the DEIS. The supplement will be made available for review at public libraries in select locations throughout New Jersey.

Issued in Washington D.C. on Thursday, August 4, 1994.


Jacqueline L. Smith
Acting Deputy Administrator
for Air Traffic

FAA News



Washington, D.C.

Thursday, August 18, 1994

Contact: Liz Neblett (202) 267-8521

FAA ALLOWS PILOTS TO PICK MORE DIRECT ROUTES TO SAVE TIME, MONEY AND FUEL

Airlines are expected to save tens of millions of dollars over the next few years as the Federal Aviation Administration (FAA) expands its National Route Program (NRP), allowing pilots to fly more direct, fuel efficient routes between more U.S. cities.

FAA recently expanded the successful program by adding 28 new city pairs -- defined departure and destination points between which pilots can select the most advantageous route. Pilots can now select and use the most cost effective routes between a total of 104 city pairs frequently used by airline, as well as general aviation aircraft.

Here's how it works. Instead of flying a route fixed by the FAA, pilots can request permission to fly a "great circle route" -- the shortest distance between two points, or take advantage of tailwinds or avoid head winds.

"Giving pilots the leeway to chart the quickest, most efficient route for their trips is another example of how the FAA is becoming more customer-friendly," FAA Administrator David R. Hinson said. "It makes good economic sense and we plan to continue expanding the program to more cities."

FAA and Air Transport Association of America (ATA) estimate that as much as \$10 million was saved by airlines who used more direct, fuel-saving routes across the nation last year. Using this program, carriers are saving more than two million pounds of fuel a month. Currently 50-60 percent of eligible flights request use of the NRP.

Over 700 flights a day are eligible to select more efficient direct routes instead of a published Instrument Flight Rule route. Aircraft entering domestic airspace via North Atlantic Routes to selected U.S. destinations at or above 39,000 feet are eligible to participate in the NRP. In addition, any flight in the continental United States of at least 1,500 nautical miles flown at or above 37,000 feet is eligible.

The FAA plans to continue to expand the program with enhancement initiatives to promote greater use of the NRP by high performance corporate and general aviation, as well as airline aircraft. These initiatives will further increase routing options available to airspace users.

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FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Monday, August 22, 1994

Contact: Fraser Jones

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FAA SPONSORS AIRCRAFT DELAY AND SYSTEM CAPACITY MEETING ON SEPT. 1

On Sept. 1, the Federal Aviation Administration (FAA) will hold the first in a series of forums with government and industry experts designed to develop a standard to measure aircraft delays and aviation system capacity.

"The National Capacity Indicators Forum is a cooperative effort between the FAA and industry to gather answers to key questions," said FAA Administrator David R. Hinson. "The goal is to begin developing delay and capacity measures that will gain wide acceptance within the aviation community."

In the past, measures for delays and system capacity have been difficult to standardize because government and industry calculate the data in different ways. This makes it difficult to plan for future airport expansion and the construction of new airports as well as airspace restructuring.

The FAA committed to address this issue in its strategic plan, which was released in March. Some of the questions to be addressed at the forums include: How big is the capacity problem at our major airports? Which airports have the greatest delays? How well have current programs to increase capacity and reduce delays worked?

The first meeting of the National Capacity Indicators Forum will take place Sept. 1 between 9 a.m. and 5 p.m. at the Department of Transportation, 400 7th St., S.W., Washington, D.C., in rooms 4436-4440.

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FAA News

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FOR IMMEDIATE RELEASE

Wednesday, August 24, 1994

Contact: Sandra Allen
Tel.: (202) 267-3883

CLINTON SIGNS AGENCY REAUTHORIZATION BILL

FAA Administrator David R. Hinson said today that President Clinton's authorization of legislation funding \$29 billion for FAA programs through fiscal year 1996 represents an important commitment by Congress and the administration to strengthen U.S. aviation. The new law authorizes \$6.5 billion for airport improvements; \$7.9 billion for facilities and equipment; \$850 million for research, engineering and development; and \$14 billion for operations.

"There's no question that the President and Congress are committed to the long-term growth and stability of America's aviation system," said FAA Administrator David R. Hinson. "Congress, particularly Congressmen Ford and Oberstar, continues to demonstrate its commitment to improving America's transportation infrastructure. This funding will enable the United States to maintain and operate the world's safest and most efficient aviation transportation system."

Passage of the new law, H.R. 2739, authorizes airport improvement program funding at \$2.105 billion for 1994, \$2.161 billion for 1995 and \$2.214 for 1996. Facilities and equipment funding is authorized at \$2.524 billion, \$2.67 billion and \$2.735 billion. Research, engineering and development is authorized at \$297 million, \$266.8 million and \$280.14 million. Funding for FAA operations is authorized at \$4.576 billion, \$4.674 billion and \$4.81 billion.

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FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Monday, August 29, 1994

Contact: Pat Cariseo

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FAA NAMES NEW MANAGERS TO RUN AIR TRAFFIC MODERNIZATION PROGRAMS

As part of a major restructuring of the Federal Aviation Administration's (FAA) efforts to modernize air traffic control, the agency today announced the appointment of three new managers for automation programs. These programs are part of a complex technological undertaking to replace aging air traffic computer systems with state-of-the-art equipment capable of handling traffic increases projected for the 21st century.

Robert Valone, who took over direction of the agency's entire air traffic control automation earlier this year, has named Joann Kansier to head terminal automation systems; Jeff Hmara to run enroute automation systems and Bob Voss to oversee tower automation systems.

"This talented team brings new energy and expertise to the major task of getting new modern air traffic control equipment on line quickly and at a reasonable cost to taxpayers," Valone said.

Kansier comes from FAA's National Airspace System Communications Development organization where she was program manager. She has experience as a contracting officer for major FAA programs. In her new position she is in charge of automating air traffic services for arriving and departing planes -- air traffic activity within a 50 mile radius of an airport.

Hmara was most recently program manager of the National Oceanic and Atmospheric Administration's Advanced Weather Interactive Processing System. His experience includes posts as director of systems engineering, manager of military programs for the U.S. Army and Department of Defense and manager of acquisition and contracts. Hmara is in charge of FAA plan to automate air traffic services at the nation's 22 enroute centers which handle all airspace outside of airports.

Voss was program manager for FAA's program to provide systems to train tower and center controllers as new software and equipment goes on line. He has been with the FAA for more than 23 years. With a background in engineering, Voss has been involved with the FAA's automation program since the 1970s. Voss and his office is working on automating air traffic services at airport towers and in the immediate airport area.

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Valone, who also moved to FAA from NOAA, had responsibilities for six major programs, including the agency's multi-billion dollar weather radar and satellite programs. During his tenure, Valone established a new base line for the programs, kept them on schedule and within cost, leading to a successful launch of the weather satellite and fielding of weather radars.

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