FAA Statement on Hiring Fired PATCO Controllers

October 12, 1994

The Federal Aviation Administration (FAA) supports President Clinton's decision to allow former controllers to apply for jobs at the agency. Up until August 1993, controllers fired in 1981 by then-President Reagan, were barred from working for the FAA.

The FAA expects to hire a small number of former PATCO controllers by the end of the year, with potentially more to be added in future years. Hiring will be limited because of few controller vacancies, tight federal budgets and a relatively young controller workforce that has low turnover and attrition rates. Almost 80 percent of the current controller workforce has been hired since 1981 and most will not be eligible to retire until after the year 2006.

Under the president's order, fired controllers were allowed to apply for controller jobs during a 45-day recruitment period that ended October 15 last year. Since then, the agency has established a register of controller candidates who want their jobs back.

Former controllers applied for positions under the same rules as other applicants. They have to meet government wide job qualifications and are being considered along with applicants from other sources including those who have passed the air traffic civil service exam, student employment programs, current FAA employees and certain military controllers.

Immediately after the August 1981 strike, fired controllers were barred from employment in all federal agencies. That ban was modified in December 1981, allowing fired controllers to apply for federal jobs outside of those in the FAA and certain related positions in the Defense and Treasury departments.

After the strike, the agency rebuilt the air traffic control workforce. For the past several years, the FAA has maintained an appropriately-staffed air traffic control system of highly-trained and skilled controllers.

As of the end of August, the controller workforce numbered 17,547 including 13,169 full-performance-level controllers.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, October 12, 1994

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

PUBLIC MEETINGS SET FOR OCT. 21 TO DISCUSS FAA RULE
THAT LIMITS FLIGHTS AT KENNEDY AND LAGUARDIA AIRPORTS

Two meetings designed to obtain public comment on the "high density rule" that limits air traffic at Kennedy and LaGuardia airports will be held on Friday, Oct. 21.

The meetings will be held from 12 noon to 4 p.m. and from 6 to 8 p.m. at the Marriott-LaGuardia Airport, 102-05 Ditmars Blvd., East Elmhurst.

The "high density rule," commonly known as the "slot rule," is a 25-year-old regulation that limits hourly scheduled takeoffs and landings at four of the nation's most congested airports -- New York's LaGuardia and Kennedy, Chicago O'Hare and Washington National.

Evaluating the rule is part of the Clinton Administration's Initiative to Promote a Strong Competitive Aviation Industry, which was announced in January. It was also a recommendation made last year by the National Commission to Ensure a Strong Competitive Airline Industry.

The study, expected to be completed in November, will be a thorough examination of the slot rule to assess airline capacity, competition, fares and service patterns at the four airports. It will also evaluate the rule's economic, operational and environmental impacts including the way domestic and international slots are allocated, and will consider alternative traffic management techniques.

The high density rule was established in 1969 as a temporary measure to relieve congestion, reduce delays and manage the workload of air traffic controllers. Although methods of allocating and transferring slots have been revised over the years and a national system for controlling aircraft flow is in use, the basic rule remains largely unchanged. Any future changes to the rule would require rulemaking accompanied by a full public proceeding. In the case of National Airport, legislative change would be required.

- more -

Requests to present statements at the meetings should be sent to Cindy Herman, FAA Office of Rulemaking, (202) 267-7627. For more information on the study, contact Larry Barry, FAA, Policy and Planning, (202) 267-3305.

Those who are not able to attend the public meetings are encouraged to send comments by Nov. 23 in triplicate to: Federal Aviation Administration, Office of Chief Counsel, Attention Rules Docket (AGC-200), Docket No. 27664, 800 Independence Avenue, S.W., Washington, D.C. 20591.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Tuesday, October 18, 1994

Contact: Liz Neblett
Tel.: (202) 267-8521

FAA TO REVISE REQUIREMENTS FOR AIRMAN'S THIRD-CLASS MEDICAL CERTIFICATE

In a move to cut regulatory burden and save taxpayers' money, the Federal Aviation Administration (FAA) today announced plans to lengthen the validity period for third-class airman medical certificates for many private, recreational and student pilots.

"Proposed changes in the certificate process will provide regulatory and economic relief to many airmen without diminishing aviation safety," Dr. Jon Jordan, the Federal Air Surgeon, said.

In addition, the FAA plans a comprehensive revision of airman medical standards and certification procedures to better provide for safety in the national aviation system. Revision will reflect current medical knowledge, technology, and practice. They are based largely on recommendations of a panel of medical experts. Many of the recommendations reflect what is already agency policy.

The FAA proposed to lengthen the validity period for third-class airman medical certificates from two to three years for everyone under 40 years of age. Medical validity period for pilots between the ages of 40 and 69 will remain at two years. Those 70 and over will be required to be examined each year.

The action follows numerous periods of public comment and petitions seeking changes in standards including the Aircraft Owners and Pilots Association (AOPA), which asked for 36-month intervals for medical examinations. The FAA asked Johns Hopkins University to prepare a detailed statistical analysis of information FAA had collected on approximately 31,000 air traffic controllers over a 15-year period. The study sample was comparable to the private pilot population and the tests were similar to airman medical examinations.

The proposed changes to the medical standards involve vision, hearing, mental, neurologic and cardiovascular requirements and the scope of examination, Jordan said.

The FAA also soon plans to publish for comment in the *Federal Register* a report by outside medical specialists on the issue of medical certification for diabetic pilots who use insulin.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Tuesday, October 18, 1994

Contact: Patrice Allen-Gifford
Tel.: (202) 287-7038

JOINT GOVERNMENT-INDUSTRY PROGRAM DEMONSTRATES THAT AIRCRAFT CAN LAND WITH SATELLITE GUIDANCE

In tests conducted over the past two weeks, a commercial airliner successfully completed more than 100 automatic landings using signals from satellites orbiting 11,000 miles above the earth. These tests demonstrate that with proper technical augmentation of aircraft position information from satellites, the U.S. Global Positioning System (GPS) can meet civil aviation's most stringent requirements for navigation, approach and precision landing.

The system represents a significant achievement in the ongoing refinement of GPS for civil use. It was developed by Stanford University students as part of a NASA research contract in cooperation with the Federal Aviation Administration (FAA). The FAA is working with two major airlines -- United and cargo-carrying UPS. The carriers are flying their own aircraft under different conditions.

The United tests began Oct. 7 in conjunction with NASA's Ames Research Center and Stanford. United successfully completed 100 automatic landings at Crows Landing, Ca., using a 737-300.

On Oct. 23, UPS is scheduled to begin tests using techniques developed by Ohio University at Athens. UPS will use a 757-200 to conduct test flights at the FAA Technical Center, Atlantic City, N.J.

"In the past, development and testing of new navigation systems would have been government's sole responsibility," said FAA Administrator David R. Hinson. "By contrast, we are working hand-in-hand with our industry customers and visionary researchers to achieve the safest, most efficient and most technically advanced navigation system in the world. It is a partnership that benefits the entire aviation industry."

- more -

The technology used to augment the basic GPS signal is known as an integrity beacon GPS landing system, nicknamed "Pathfinder" by Stanford. Because the basic GPS signal provides accuracy to within 100 meters horizontal and 140 meters vertical guidance, greater precision is needed to land planes. In addition to a GPS roof-mounted antenna -- mounted on top of the airplane-- the system calls for another antenna mounted under the airplane that picks up signals from two ground based pseudo-GPS satellites -- or pseudolite marker beacons -- which operate on low power so their signals do not interfere with space-based signals. The two pseudolites, plus a reference station, provide additional information to the plane's onboard GPS receiver. When this receiver is coupled to the autopilot, the plane is guided for approach and landing with centimeter accuracy.

The FAA's goal in conducting the tests is to prove the ability of GPS to provide guidance for all weather landings using a variety of aircraft types. Tests of Stanford's integrity beacon system to support a Category III approach using the FAA's King Air airplane were successfully flown in August, with some of the flights piloted by Hinson. Ohio University demonstrated similar capability last year at NASA's Langley's Wallops Island Research Center.

GPS is a constellation of 24 satellites operated by the Department of Defense in orbit 11,000 miles above the earth. The satellites emit continuous radio signals. When signals from at least four satellites are picked up by a receiver on board an aircraft, the receiver is able to calculate the plane's position to within 100 meters.

In June, the FAA issued a request for proposal to industry to build a Wide Area Augmentation System (WAAS). WAAS would provide the necessary information for any GPS-equipped airplane to conduct a Category I precision approach. For approach and landing in Category II and III condition, a locally based correction, such as those developed by Stanford and Ohio University, is required.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Tuesday, October 18, 1994

Contact: Marcia Adams
Tel: (202) 267-8521

LESS THAN 1 PERCENT OF AVIATION INDUSTRY EMPLOYEES TEST POSITIVE FOR ILLEGAL DRUGS, FAA REPORT SHOWS

Drug testing by the private sector aviation industry shows that less than one percent of employees and job applicants tested positive for illegal drugs last year, the Federal Aviation Administration (FAA) reported today. This is the fourth year of industry-wide mandate drug testing and the fourth year the results have been below one percent.

"The continued success with the drug testing program shows that the aviation community is committed to ensuring that drug use is not a part of aviation. The use of drugs by employees or applicants in safety-related positions will not be tolerated," FAA Administrator David R. Hinson said.

In 1993, aviation companies conducted 268,809 drug tests on employees and applicants for safety-related jobs. Of these, 2,193 or 0.82 percent tested positive. Pre-employment drug testing accounted for 81,517 tests, resulting in 1,096 positive findings, or 50 percent of all positive findings. Even though more tests were conducted in 1993 than in 1992, the positive rates still remained under one percent.

The positive results were among employees and applicants in the following jobs: 1,370 aircraft maintenance, 592 security screeners, 141 flight attendants, 68 aircraft dispatchers, 21 flight crew personnel, and 1 non- FAA air traffic controller. Employees or applicants who test positive for illegal drugs are removed from or not hired for safety-related jobs.

Random testing accounted for 960 positive findings out of 182,482 tests, or 0.53 percent. The random positive rate declined slightly this year from the previous two years' rate of 0.72 percent.

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The drugs used in the 2,193 positive results were: marijuana (1,220); cocaine (850); amphetamines (159), opiates (98), and phencyclidine (31). Due to multiple drug use by some individuals, the number of positives by drug type exceeds the number of persons who tested positive.

The results are based on reports from over 4,700 aviation companies which employ approximately 352,000 employees covered by the antidrug regulations.

The attached table summarizes the 1993 aviation industry drug testing results.

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FEDERAL AVIATION ADMINISTRATION
1993 AVIATION INDUSTRY DRUG TEST RESULTS

TYPE OF TEST:	Part 121	Part 135	Part 145	All Others	TOTAL
PRE-EMPLOYMENT	29,554	13,401	15,103	23,459	81,517
PERIODIC	132	553	192	54	931
RANDOM	123,719	18,084	28,880	11,799	182,482
POST-ACCIDENT	72	110	132	29	343
REASONABLE CAUSE	186	63	114	14	377
RETURN TO DUTY	1,431	129	1,513	86	3,159
TOTAL	155,094	32,340	45,934	35,441	268,809
POSITIVES BY TYPE OF TEST:					
PRE-EMPLOYMENT	106	68	267	655	1,096
PERIODIC	0	2	12	0	14
RANDOM	299	100	443	118	960
POST-ACCIDENT	0	0	0	0	0
REASONABLE CAUSE	5	8	13	3	29
RETURN TO DUTY	27	5	57	5	94
TOTAL	437	183	792	781	2,193
POSITIVES BY OCCUPATIONAL CATEGORY:					
FLIGHT CREW	8	12	1	0	21
FLIGHT ATTENDANTS	133	8	0	0	141
FLIGHT INSTRUCTORS	0	0	0	0	0
FLIGHT TEST PERSONNEL	0	0	0	0	0
A/C DISPATCHERS	53	13	0	2	68
MAINTENANCE PERSONNEL	217	135	791	227	1,370
SECURITY PERSONNEL	26	15	0	551	592
ATC PERSONNEL	0	0	0	1	1
TOTAL	437	183	792	781	2,193
POSITIVES BY TYPE OF DRUG:					
MARIJUANA	230	124	468	398	1,220
COCAINE	190	53	280	327	850
OPIATES	6	2	30	60	98
PHENCYCLIDINE	0	0	5	26	31
AMPHETAMINES	31	14	57	57	159
TOTAL	457	193	840	868	2,358

Part 121 includes domestic, flag and supplemental air carriers and commercial operators of large aircraft..

Part 135 includes air taxi and commercial operators.

Part 145 incudes FAA-approved repair stations.

All Others includes aircraft maintenance and screening contractors, sightseeing operators and non-FAA/non-military ATC facilities.

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Tuesday, October 18, 1994

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

FAA ISSUES NEW COMPREHENSIVE AVIATION SAFETY REPORT

The Federal Aviation Administration (FAA) today issued its first comprehensive look at factors that impact aviation safety, a report that shows a continuing trend of improved air safety through June 1994. The annual report is the result of a goal set by the agency several years ago to refine and expand its aviation safety analysis.

The agency's Aviation System Indicators Report analyzes 35 benchmarks, a wide range of data including accident rates, pilot and controller errors and airline profits and losses.

"This report is a valuable tool for the FAA and the entire aviation industry because it gives a clear picture of the aviation system's performance -- what has improved, remained the same or needs improvement," said FAA Administrator David R. Hinson.

Most indicators in the report show a continuing improvement in the safety and operation of the National Airspace System, including dramatic decreases in commuter air carrier accident rates which have declined by more than 50 percent during the past two years.

The report pinpoints 23 aviation system and 12 aviation environment indicators which reflect current and past performance.

System indicators include accident and incident rates for all forms of aviation, inspection activity, air traffic control and aviation system reliability and availability, delays, regulatory compliance, and rates for near mid air collisions, pilot deviations, controller errors, runway incursions and vehicle-pedestrian deviations.

- more -

The 12 environmental indicators include economic growth, airline profit and loss, passenger forecasts, number of aircraft handled by FAA facilities, total flight hours and numbers of airports, airmen, certificate holders and registered aircraft.

The report is prepared by FAA's Associate Administrator for Aviation Safety, Office of Safety Information and Promotion, ASP-100, FAA 400 Seventh St., S.W., Room 2228, Washington, D.C. 20590.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Monday, October 24, 1994

Tel.: (202) 267-8521

PUBLIC MEETING SET FOR NOV. 17 TO DISCUSS FAA RULE THAT LIMITS FLIGHTS AT CHICAGO O'HARE AIRPORT

Two meetings to obtain public comment on the "high density rule" that limits air traffic at Chicago O'Hare International Airport will be held on Thursday, Nov. 17.

The meetings are scheduled from 12 noon to 4 p.m. and from 6 to 8 p.m. at the Holiday Inn O'Hare International, 5440 N. River Road, Rosemont.

The "high density rule," commonly known as the "slot rule," is a 25-year-old regulation that limits hourly scheduled takeoffs and landings at four of the nation's most congested airports -- O'Hare, New York's LaGuardia and Kennedy, and Washington National. Meetings focusing on LaGuardia, Kennedy and National were held on Oct. 19 and 21.

Evaluating the rule is part of the Clinton Administration's Initiative to Promote a Strong Competitive Aviation Industry, which was announced in January. It was also a recommendation made last year by the National Commission to Ensure a Strong Competitive Airline Industry.

The study, expected to be completed at the end of this year, will be a thorough examination of the slot rule to assess airline capacity, competition, fares and service patterns at the four airports. It will also evaluate the rule's economic, operational and environmental impacts including the way domestic and international slots are allocated, and will consider alternative traffic management techniques.

The high density rule was established in 1969 as a temporary measure to relieve congestion, reduce delays and manage the workload of air traffic controllers. Although methods of allocating and transferring slots have been revised over the years and a national system for controlling aircraft flow is in use, the basic rule remains largely unchanged. Any future changes to the rule would require rulemaking accompanied by a full public proceeding. In the case of National Airport, legislative change would be required.

- more -

Requests to present statements at the meetings should be sent to Cindy Herman, FAA Office of Rulemaking, (202) 267-7627. For more information on the study, contact Larry Barry, FAA, Policy and Planning, (202) 267-3305.

Those who are not able to attend the public meetings are encouraged to send comments by Nov. 23 in triplicate to: Federal Aviation Administration, Office of Chief Counsel, Attention Rules Docket (AGC-200), Docket No. 27664, 800 Independence Avenue, S.W., Washington, D.C. 20591.

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FOR IMMEDIATE RELEASE
November 1, 1994

Contact: Mitch Barker
(206) 227-1203

Public Statement on Denver International Airport

The FAA's Deputy Administrator, Linda H. Daschle, met with officials from the city, the county, the airlines and the airport commission to reaffirm the FAA's commitment to the Denver International Airport. The agency is working closely with these groups to ensure that the public's interests are served and that the airport open as expediently as possible.

"We are here to help the groups work together," Daschle said. "We are urging all parties to exercise due diligence, to continue meeting with each other and to demonstrate progress in resolving the issues that face the Denver International Airport. The federal government has committed considerable funds to this airport, and we are most anxious to see it open."

Daschle's meetings in Denver took place on November 1. She was joined by the FAA's associated administrator for airports, Cynthia Rich.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Washington, November 2, 1994

FAA 74-94
Contact: A. Mario Toscano
Tel.: (202) 267-8521

SMALL AND DISADVANTAGED BUSINESS RECEIVE FAA AWARDS

Gray Personnel Services, Inc., a woman-owned contractor at the Federal Aviation Administration (FAA), has been recognized as an outstanding disadvantaged minority business by the Department of Transportation (DOT). FAA Deputy Administrator Linda H. Daschle presented the award in a Washington, D.C., ceremony, honoring the DOT's disadvantaged minority businesses on October 14.

"Gray Personnel is known for its outstanding collective support of aviation, and for its leadership role in the business arena," Daschle said.

Gray Personnel is being recognized by the FAA for its on-time, within-cost mail room service to the agency's Great Lakes Regional Office since December 1992. The award cites Gray for excellence in management, cooperation and quality of service.

Located in Chicago, Ill., Gray also has a contract with the Great Lakes Region for temporary clerical services and is in the process of providing the FAA with data entry services throughout the region.

The FAA also recognized two other firms, Automation Research Systems, Ltd., and Hilton Systems, Inc.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday,November 2, 1994

Contact: Liz Neblett
Tel.: (202) 267-8521

FAA ON TRACK WITH STRATEGIC PLAN ACCOMPLISHMENTS

A year ago, the FAA announced a cooperative effort that for the first time gave the aviation industry direct input into the agency's strategic work plan. The industry responded that FAA, in addition to planning, should take action now to help aviation. The FAA responded with a list of almost 400 items it would achieve over the next five years, including 168 in 1994.

Today, Administrator David R. Hinson announced at a meeting with industry and key FAA management that the agency has completed some 90 of these actions, and will complete another 40 by year's end. Along the way, FAA has rolled up some impressive achievements.

"Our strategic plan brings together the needs of the FAA and the aviation community," Hinson said. "We are particularly proud of introducing the global positioning satellite for domestic and over-ocean navigation. We also slashed our regulatory requirement for general aviation, breathing some much-needed fresh air into that industry."

Hinson also cited as a key accomplishment progress with the overhaul of the Advanced Automated System (AAS).

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FOR IMMEDIATE RELEASE

CONTACT: Sandra Allen
202 267 3883
202 267 3333

STATEMENT

Nov. 4, 1994 -- The Federal Aviation Administration (FAA) today issued to operators of ATR-42 and ATR-72 aircraft a Flight Standards Information Bulletin soliciting compliance with operating procedures to minimize exposure to potentially adverse environmental conditions.

The policy states:

1. Holding procedures in icing conditions must be accomplished with flaps zero degrees and at an airspeed not less than VMHBO Icing and preferably at a speed equal to or greater than conservative maneuvering speed for the ATR-42 or 175 knots for the ATR-72.

2. For all operations in icing conditions, the propeller RPM must be at or above 86 percent, as stated in the Airplane Operating Manual.

3. Use of the auto pilot in icing conditions is prohibited.

4. Pilots should be advised that prolonged operations in temperatures near freezing with visible moisture, should be avoided. Operations in these conditions, or with visible ice on the aircraft, may result in asymmetric wing lift and associated increased aileron forces necessary to maintain coordinated flight. Whenever the aircraft exhibits buffet onset, uncommanded roll, or unusual wheel forces, immediately reduce the angle-of-attack and avoid excessive maneuvering.

Additionally, FAA Administrator David Hinson has called a meeting of key personnel from each operator of ATR-42s and/or ATR-72s to stress the importance of compliance and to discuss ATR operations in icing conditions.

No further public statements will be made at this time.

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NOTE to ED: Operators of ATR-42 and ATR-72 aircraft in the United States: Trans World Express, Trans States Airlines, Continental Express, Mahalo Air, Atlantic Southeast Airlines, and operating as American Eagle, are Flagship, Executive and Simmons.

November 4, 1994

FAA News

Washington, D.C.

November 8, 1994
Contact: Pat Cariseo
(202) 267-8521

FAA Response to NTSB Urgent Recommendations on ATR Aircraft

* The FAA moved swiftly on Nov. 4 to act on issues which form the basis of several NTSB recommendations. On Nov. 4, the FAA issued new ATR operating procedures to minimize potentially adverse weather conditions. The Flight Standards information bulletin advised pilots that during icing conditions, the use of the autopilot is prohibited and special procedures must be followed for flap configuration, airspeed, propeller speed and aircraft maneuvering.

* Additionally, the FAA today said it is moving aggressively to take appropriate actions, as soon as possible, to address the NTSB's other Nov. 7 recommendations.

* As NTSB recommended, the FAA immediately has begun to assemble a special ATR-42 and 72 certification review team of engineers, test pilots and specialists in aircraft performance. The certification team will analyze the airplane's performance during icing conditions and require modifications if necessary. The team will also consider on an urgent basis the specific NTSB recommendation that the FAA should prohibit intentional operation of ATR-42 and 72 aircraft in known or reported icing conditions.

* The FAA aggressively is reviewing the NTSB's recommendations on air traffic control procedures to provide expedited service to ATR-42 and 72 aircraft. Implementation is expected within the next several days.

* As earlier announced, FAA will meet this week with operating officials from all US airlines that fly the ATR-42 and 72 to stress the importance of compliance with FAA's Nov. 4 advisory and discuss the operation of the ATR in icing conditions.

* By all measures, the United States is the world's leader in aviation safety and safety is the FAA's top priority.

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FOR IMMEDIATE RELEASE
Nov. 14, 1994

CONTACT:
Liz Neblett
202 267 8107

STATEMENT

The Federal Aviation Administration (FAA) today stated its disagreement with the statement released earlier by the International Airline Passengers Association (IAPA).

"While we share their concerns for the safety of the traveling public, we strongly disagree with the assessment regarding the advisability of flying commuter airlines. These carriers have achieved and have sustained a high level of safety," said David R. Hinson, administrator of the FAA. "The traveling public expects one level of safety -- regardless of aircraft size."

The commuter safety record this year is the best ever. Contrary to information in the IAPA statement, over the past ten years, there has been no sustained trend in increases in commuter accidents.

The FAA will continue to take whatever action is appropriate to provide the highest possible degree of safety to the traveling public. In the past several years, the FAA has adopted new safety regulations relating to de-icing rules, ground proximity warning equipment, cockpit voice and flight data recorders, drug and alcohol testing, exit seating, and other equipment and operational requirements.

At present, the FAA has active projects underway to address additional aspects of commuter safety and is working to resolve issues related to training; flight and duty time regulations and operating regulations.

Commuter airlines are an important part of the United States aviation system. In 1993, commuter airlines on about 8600 flights each day carried a total of nearly 37 million passengers.

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Nov. 14, 1994

CONTACT
Drucella Andersen
202 267 3883

STATEMENT

In response to published reports questioning the safety of USAir, the Federal Aviation Administration today stated:

The FAA will continue to insist that USAir meet the highest standards for safety consistent with the FAA's safety regulations.

If FAA finds that any carrier, including USAir, is unable or unwilling to perform its services with the highest possible degree of safety in the public interest, the FAA would prohibit continued operations.

In addition, when the FAA first learned of financial difficulties encountered by carriers in the airline industry, including USAir it increased its oversight of those carriers' operating, maintenance and training procedures. At that time, and on a continuing basis, the FAA has met with USAir and has identified areas that need improvement. USAir has been taking and continues to take actions responsive to the FAA's concerns.

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
November 15, 1994

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

FAA TO HOLD NOV. 30 PUBLIC MEETING ON PROPOSALS TO REROUTE NEWARK AIRCRAFT TRAFFIC

The Federal Aviation Administration (FAA) today announced that it will hold a public meeting in New York on Wednesday, Nov. 30 to solicit public comment on two proposals to reroute aircraft from Newark International Airport.

The agency said it encourages public officials and citizens to attend the meeting which will be held at 1:30 p.m., 26 Federal Plaza, Room 305, New York.

At the listening session, public comment -- both oral and written -- will be taken on the "Solberg Mitigation Proposal" which would change routes of some aircraft currently flying over Union County, N.J., and the New Jersey Citizens Against Aircraft Noise (NJCAAN) proposal to reroute departing Newark traffic over the ocean.

"After analyzing an extremely complicated issue, we believe we have come up with the Solberg proposal that would reduce noise for many of the state's residents who were affected by changes the FAA made in 1987," said Barry Valentine, FAA assistant administrator for policy, planning and international aviation.

"Before making any final decisions, we want to give the public the opportunity to review this new noise mitigation proposal. We are also releasing FAA's analysis of an over-the-ocean routing proposal submitted by the New Jersey citizens group," Valentine said.

The noise mitigation proposal, the analysis of an over-the-ocean routing proposal and specific noise levels for every New Jersey census block are all new information contained in a "supplemental" draft environmental impact statement on the Expanded East Coast Plan (EECP), which the FAA issued Sept. 30.

- more -

The Solberg proposal, named for the Solberg navigational aid near Readington, N.J., would make several changes to current routing procedures to reduce noise for 18,755 Union County residents -- approximately 40 percent of the 45,600 people who experienced higher noise levels when the EECP was implemented -- without a comparable increase in noise for other residents. There would be no noise effects for residents living outside of New Jersey. Continuing most of the current EECP routes and procedures would benefit 1.46 million New Jersey residents who would experience higher noise levels if the EECP were rolled back.

The EECP, 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. Its three major airports, Newark; Kennedy and LaGuardia, are located within two minutes flying time of each other.

Although an alternative similar to the NJCAAN proposal was dismissed as not operationally feasible in the draft EIS issued last year, the FAA has analyzed the NJCAAN proposal in detail because of the extraordinary public interest in it and the use of federal funds to prepare the NJCAAN comments. Now, the FAA is asking for public comment on its analysis of the proposal.

The NJCAAN proposal would move the majority of Newark traffic over Raritan Bay, across the Sandy Hook National Recreation Area, and over the Atlantic Ocean southward along the New Jersey coast. These route changes would effectively result in all Newark departures avoiding flying over the western half of Essex, Union and Middlesex counties and all counties to the west.

Operational modeling revealed that the proposal has substantial safety problems and appears not to be operationally feasible because of numerous air traffic conflicts throughout the metropolitan area.

Public comment will be accepted through Nov. 30. Comments on the supplemental draft EIS may be hand-delivered or mailed to the Federal Aviation Administration, Office of the Chief Counsel, Docket No. 27649, 800 Independence Ave., S.W., Washington, D.C. 20591.

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FOR IMMEDIATE RELEASE

CONTACT: Sandra Allen
202 267 3883
202 267 3333

STATEMENT

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2. For all operations in icing conditions, the propeller RPM must be at or above 86 percent, as stated in the Airplane Operating Manual.

3. Use of the auto pilot in icing conditions is prohibited.

4. Pilots should be advised that prolonged operations in temperatures near freezing with visible moisture, should be avoided. Operations in these conditions, or with visible ice on the aircraft, may result in asymmetric wing lift and associated increased aileron forces necessary to maintain coordinated flight. Whenever the aircraft exhibits buffet onset, uncommanded roll, or unusual wheel forces, immediately reduce the angle-of-attack and avoid excessive maneuvering.

Additionally, FAA Administrator David Hinson has called a meeting of key personnel from each operator of ATR-42s and/or ATR-72s to stress the importance of compliance and to discuss ATR operations in icing conditions.

No further public statements will be made at this time.

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FAA News

Washington, D.C.

November 8, 1994
Contact: Pat Cariseo
(202) 267-8521

FAA Response to NTSB Urgent Recommendations on ATR Aircraft

* The FAA moved swiftly on Nov. 4 to act on issues which form the basis of several NTSB recommendations. On Nov. 4, the FAA issued new ATR operating procedures to minimize potentially adverse weather conditions. The Flight Standards information bulletin advised pilots that during icing conditions, the use of the autopilot is prohibited and special procedures must be followed for flap configuration, airspeed, propeller speed and aircraft maneuvering.

* Additionally, the FAA today said it is moving aggressively to take appropriate actions, as soon as possible, to address the NTSB's other Nov. 7 recommendations.

* As NTSB recommended, the FAA immediately has begun to assemble a special ATR-42 and 72 certification review team of engineers, test pilots and specialists in aircraft performance. The certification team will analyze the airplane's performance during icing conditions and require modifications if necessary. The team will also consider on an urgent basis the specific NTSB recommendation that the FAA should prohibit intentional operation of ATR-42 and 72 aircraft in known or reported icing conditions.

* The FAA aggressively is reviewing the NTSB's recommendations on air traffic control procedures to provide expedited service to ATR-42 and 72 aircraft. Implementation is expected within the next several days.

* As earlier announced, FAA will meet this week with operating officials from all US airlines that fly the ATR-42 and 72 to stress the importance of compliance with FAA's Nov. 4 advisory and discuss the operation of the ATR in icing conditions.

* By all measures, the United States is the world's leader in aviation safety and safety is the FAA's top priority.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Nov. 15, 1994

CONTACT:
Liz Neblett
202 267 8107

STATEMENT

FAA RESPONDS TO NTSB RECOMMENDATIONS

Nov. 15 -- The Federal Aviation Administration (FAA) today said it agrees with each of the National Transportation Safety Board's (NTSB) recommendations on commuter safety.

"We will meet or beat all deadlines," said David R. Hinson, Administrator of the FAA. "One level of safety is a top priority of this agency and this Administration."

The FAA has been working to identify and eliminate differences between regulations governing operation of smaller and larger aircraft. Additionally, the FAA will enhance its safety oversight in 1995 by increasing its safety workforce nationwide by seven percent.

The FAA has a major proposal soon to be released that will require pilots of smaller commuter planes to receive the same training as pilots of larger aircraft.

In the past several years, the FAA has adopted new safety regulations relating to de-icing rules, ground proximity warning equipment, cockpit voice and flight data recorders, drug and alcohol testing, exit row seating, and other equipment and operational requirements.

The FAA will continue to take action to provide the highest possible degree of safety to the traveling public. "The FAA will work within the Administration and with Congress where legislation and increased funding may be necessary," said Linda Hall Daschle, Deputy Administrator of the FAA.

Commuter aircraft operate more than 3 million operations per year, or 8600 departures per day. More than 37 million passengers travel safely each year on commuter aircraft. Whether traveling on commuter aircraft with 19 seats or a jumbo jet with 319 seats, travelers are using the safest form of transportation available.

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
November 15, 1994

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

FAA TO HOLD NOV. 30 PUBLIC MEETING ON PROPOSALS TO REROUTE NEWARK AIRCRAFT TRAFFIC

The Federal Aviation Administration (FAA) today announced that it will hold a public meeting in New York on Wednesday, Nov. 30 to solicit public comment on two proposals to reroute aircraft from Newark International Airport.

The agency said it encourages public officials and citizens to attend the meeting which will be held at 1:30 p.m., 26 Federal Plaza, Room 305, New York.

At the listening session, public comment -- both oral and written -- will be taken on the "Solberg Mitigation Proposal" which would change routes of some aircraft currently flying over Union County, N.J., and the New Jersey Citizens Against Aircraft Noise (NJCAAN) proposal to reroute departing Newark traffic over the ocean.

"After analyzing an extremely complicated issue, we believe we have come up with the Solberg proposal that would reduce noise for many of the state's residents who were affected by changes the FAA made in 1987," said Barry Valentine, FAA assistant administrator for policy, planning and international aviation.

"Before making any final decisions, we want to give the public the opportunity to review this new noise mitigation proposal. We are also releasing FAA's analysis of an over-the-ocean routing proposal submitted by the New Jersey citizens group," Valentine said.

The noise mitigation proposal, the analysis of an over-the-ocean routing proposal and specific noise levels for every New Jersey census block are all new information contained in a "supplemental" draft environmental impact statement on the Expanded East Coast Plan (EECP), which the FAA issued Sept. 30.

- more -

The Solberg proposal, named for the Solberg navigational aid near Readington, N.J., would make several changes to current routing procedures to reduce noise for 18,755 Union County residents -- approximately 40 percent of the 45,600 people who experienced higher noise levels when the EECP was implemented -- without a comparable increase in noise for other residents. There would be no noise effects for residents living outside of New Jersey. Continuing most of the current EECP routes and procedures would benefit 1.46 million New Jersey residents who would experience higher noise levels if the EECP were rolled back.

The EECP, 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. Its three major airports, Newark; Kennedy and LaGuardia, are located within two minutes flying time of each other.

Although an alternative similar to the NJCAAN proposal was dismissed as not operationally feasible in the draft EIS issued last year, the FAA has analyzed the NJCAAN proposal in detail because of the extraordinary public interest in it and the use of federal funds to prepare the NJCAAN comments. Now, the FAA is asking for public comment on its analysis of the proposal.

The NJCAAN proposal would move the majority of Newark traffic over Raritan Bay, across the Sandy Hook National Recreation Area, and over the Atlantic Ocean southward along the New Jersey coast. These route changes would effectively result in all Newark departures avoiding flying over the western half of Essex, Union and Middlesex counties and all counties to the west.

Operational modeling revealed that the proposal has substantial safety problems and appears not to be operationally feasible because of numerous air traffic conflicts throughout the metropolitan area.

Public comment will be accepted through Nov. 30. Comments on the supplemental draft EIS may be hand-delivered or mailed to the Federal Aviation Administration, Office of the Chief Counsel, Docket No. 27649, 800 Independence Ave., S.W., Washington, D.C. 20591.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Friday, Nov. 18, 1994

CONTACT
Arlene Salac
404 305 5100

Pat Cariseo
202 267 3333

AIRLINE FLIGHTS STOPPED AFTER FAA INSPECTION

Leisure Air, a Winston-Salem, NC-based airline, today suspended all flights following a week-long special safety inspection by the Federal Aviation Administration (FAA). The inspection focused on compliance with safety rules governing flight operations and aircraft maintenance.

Leisure Air failed to demonstrate its ability to comply fully with airline safety standards established by the FAA. The airline will not be permitted to resume flights until it has satisfied the FAA that it meets these high safety standards. The FAA will closely monitor the airline's efforts to bring its operations into compliance with regulations.

"While we recognize this action will inconvenience some passengers, safety of the traveling public is paramount," said Anthony J. Broderick, associate administrator for regulation and certification.

Leisure Air holds FAA operating authority as both a scheduled and charter operator. The carrier operated scheduled flights between Atlanta, Ga; Orlando, FL; West Palm Beach, FL; Los Angeles, CA; Boston, MA and Hartford,CT. The airline also operates charter service to the Caribbean, Mexico and Hawaii. The carrier had eight aircraft in its fleet including five Airbus A320s, one Boeing 757 and two McDonnell-Douglas DC-10 aircraft.

Passengers booked on Leisure Air should contact the airline for further information.

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National Transportation Safety Board (NTSB) Report On
December 15, 1993 accident in Santa Ana, Calif.

November 21, 1994

- The Federal Aviation Administration (FAA) and the National Aeronautics and Space Administration (NASA) have worked together for nearly two decades to collect data and study information regarding the effects of wake turbulence on aircraft. Initiated in 1976, these efforts have included sensor technology, wake vortex prediction techniques, and hazard modeling technology.

- On December 22, 1993, seven days after the accident, FAA Administrator David R. Hinson sent a letter to all pilots urging them to re-associate themselves with information available regarding wake vortex. Long before the National Transportation Safety Board determined the cause of the accident, the letter outlined measures the agency was taking to reduce accidents or incidents involving aircraft following a Boeing 757 and the issuance of air traffic control "Wake Turbulence Caution Advisories" to all aircraft following the Boeing-757 under Visual Flight Rules.

- On May 20, 1994, the FAA fully responded to the NTSB recommendation A-94-42 issued on March 2, 1994. The responses included an interim ruling to increase separation by one mile for small and large aircraft following the Boeing 757.

- On June 10, 1994, Secretary of Transportation Federico Peña and Hinson directed a review of FAA's actions regarding wake turbulence associated with the Boeing 757.

- On July 26, 1994, the agency completed a vigorous examination of the wake turbulence program to ensure the safety of the flying public. Less than 48 hours later Hinson initiated the following actions:

    1. Selection of Dr. George L. Donohue to oversee all acquisition, research and systems development at the agency to effectively integrate major line functions at the FAA.
    2. Commissioning of an integrated data analysis center to improve the flow of information on aviation safety.
    3. Increased dissemination of information on wake vortex activities to the pilot community by FAA's Flight Standards and Aviation Safety offices. Activities include direct contact with the general aviation community, executive level dialogues with industry, and establishment of a process to ensure emerging safety issues are addressed promptly and effectively.
    4. Continuation and creation of management teams and advisory committees to allow safety issues to emerge and be resolved.

5. A requirement by FAA's office of Regulation And Certification of manufacturers to include information on wake vortex recognition and avoidance in aircraft operation manuals.
6. A concrete plan to address the wake vortex weight classification issues.
7. A complete review of the FAA's Office of Aviation Safety to define management responsibility, accountability and appropriate priorities.

- FAA's highest priority is safety.

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FAA Public Affairs
Phone: 202-267-5821

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 0071 12/15/93 SANTA ANA, CA A/C Reg. No. N309CK Time (Lcl) - 1733 PST

---Basic Information---

Type Operating Certificate	-ON-DEMAND AIR TAXI
Name of Carrier	-MARTIN AVIATION
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER
Flight Conducted Under	-14 CFR 135
Accident Occurred During	-APPROACH

Aircraft Damage		Injuries			
DESTROYED		Fatal	Serious	Minor	None
Fire	Crew	2	0	0	0
ON GROUND	Pass	3	0	0	0

---Aircraft Information---

Make/Model	- ISRAEL 1124A	Eng Make/Model	- GARRETT 731-3-1G
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2
Max Gross Wt	- 23000	Engine Type	- TURBOFAN
No. of Seats	- 12	Rated Power	- 3500 LBS THRUST

ELT Installed/Activated - YES/NO
Stall Warning System - YES

---Environment/Operations Information---

Weather Data
- Wx Briefing - COMPANY
- Method - ACFT RADIO
- Completeness - GNK/NR
- Basic Weather - VMC
- Wind Dir/Speed - 200/004 KTS
- Visibility - 15.0 SM
- Lowest Sky/Clouds - CLEAR
- Lowest Ceiling - NONE
- Obstructions to Vision - NONE
- Precipitation - NONE
- Condition of Light - NIGHT(BRIGHT)

Itinerary
- Last Departure Point: LA VERNE, CA
- Destination: SAME AS ACC/INC

ATC/Airspace
- Type of Flight Plan - IFR
- Type of Clearance - VFR
- Type Apch/Lndg - VISUAL STRAIGHT-IN

Airport Proximity
- OFF AIRPORT/STRIP

Airport Data
- JOHN WAYNE
- Runway Idant - 19R
- Runway Lth/Wid - 5700/ 150
- Runway Surface - ASPHALT
- Runway Status - DRY

---Personnel Information---

Pilot-In-Command
- Certificate(s)/Rating(s): COMMERCIAL, ATP, CFI; SE LAND, ME LAND
- Age - 46
- Biennial Flight Review: Current - YES; Months Since - 4; Aircraft Type - 35A
- Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8228	Last 24 Hrs	- 3
Make/Model	- 756	Last 30 Days	- 22
Instrument	- 700	Last 90 Days	- 84
Multi-Eng	- 2300		

Instrument Rating(s) - AIRPLANE

---Narrative---

A BEECH LINER, BOEING 757 & ISRAEL WESTWIND (WW) WERE VECTORED FOR LANDINGS ON RWY 19R. THE 757 & WW WERE SEQUENCED FOR VISUAL APCHS BEHIND THE BEECH. BEFORE BEING CLEARED FOR VISUAL APCH, THE WW WAS CLOSING 3.5 MI FROM THE 757 ON A CONVERGING COURSE. THE 757 & WW CREWS WERE TOLD TO SLOW TO 150 KTS. THE 757 SLOWED BELOW 150 KTS & WAS HIGH ON FINAL APPROACH WITH A 5.6 DEG DESCENT. THE WW CONTINUED TO CONVERGE TO ABOUT 2.1 MI BEHIND THE 757 ON A 3 DEG APCH. ATC DID NOT SPECIFICALLY ADVISE, AND WAS NOT REQUIRED BY ATC HANDBOOK TO ADVISE, THE WW PILOTS THAT THEY WERE BEHIND A BOEING 757. CAPT DISCUSSED POSSIBLE WAKE TURBULENCE, FLEW ILS 1 DOT HIGH, NOTED CLOSENESS TO THE 757 & INDICATED THERE SHOULD BE NO PROBLEM. WHILE DESCENDING THRU APRX 1100 FT MSL, THE WW ENCOUNTERED WAKE TURBULENCE FROM THE 757, ROLLED INTO A STEEP DESCENT & CRASHED. THE CREW LACKED SPECIFIC WAKE TURBULENCE TRAINING. CHLORPHENIRAMINE (COMMON OVER-THE-COUNTER ANTI-HISTAMINE; NOT APPROVED FOR FLYING) DETECTED IN PILOT'S LUNG TISSUE (0.094 UG/ML). (SEE SPCL STUDY NTSB/SIR-94/01)

File No. - 0071 12/15/93 - SANTA ANA, CA A/C Reg. No. N309CK Time (Lcl) - 1733 PST

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation APPROACH

Finding(s)
1. TRAFFIC ADVISORY - PERFORMED - ATC PERSONNEL(DEP/APCH)
2. PROCEDURE INADEQUATE - FAA(ORGANIZATION)
3. VISUAL SEPARATION - INADEQUATE - PILOT IN COMMAND
4. WAKE TURBULENCE - ENCOUNTERED - PILOT IN COMMAND
5. INADEQUATE TRAINING -
6. INFORMATION INSUFFICIENT -
7. USE OF UNAPPROVED MEDICATION/DRUG - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
8. TERRAIN CONDITION - OPEN FIELD

——Probable Cause——

The National Transportation Safety Board determines that the Probable Cause(s) of this accident was:
THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN ADEQUATE SEPARATION BEHIND THE BOEING 757 AND/OR REMAIN ABOVE ITS FLIGHT PATH DURING THE APPROACH, WHICH RESULTED IN AN ENCOUNTER WITH WAKE VORTICES FROM THE 757. FACTORS RELATED TO THE ACCIDENT WERE: AN INADEQUACY IN THE ATC PROCEDURE RELATED TO VISUAL APPROACHES AND VFR OPERATIONS BEHIND HEAVIER AIRPLANES, AND THE RESULTANT LACK OF INFORMATION TO THE WESTWIND PILOTS FOR THEM TO DETERMINE THE RELATIVE FLIGHT PATH OF THEIR AIRPLANE WITH RESPECT TO THE BOEING 757'S FLIGHT PATH.

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Friday, November 25, 1994

Contact: Arlene Salac (404) 305-5100
Pat Cariseo (202) 267-8521

FAA PERMITS LEISURE AIR TO RESUME AIRLINE OPERATIONS WITH PARED-DOWN FLEET

The Federal Aviation Administration (FAA) today said it has allowed Leisure Air to resume airline passenger operations with a pared-down fleet and emphasized that it will closely monitor the Winston-Salem, NC-based carrier to ensure full compliance with aviation safety regulations.

Leisure Air, a charter and scheduled carrier, suspended all operations on Friday, Nov. 18, after it failed to demonstrate compliance with regulations following a week-long FAA safety inspection. Since then, an FAA inspection team has been working every day with the airline and determined that it can now fly four aircraft. As of yesterday, Leisure Air was permitted by the FAA to operate four Airbus A-320 aircraft, half of its previous fleet of five A-320s, two DC-10s and a Boeing 757.

"Leisure Air made a number of essential changes and showed the FAA that it is now in compliance with management, maintenance, operations and record-keeping regulations on four Airbus aircraft. Only then did we make the decision to allow them to resume passenger operations," said Anthony J. Broderick, FAA's Associate Administrator for Regulation and Certification. "The FAA takes its mission of ensuring the safety of the flying public most seriously and will continue to closely monitor Leisure Air."

Just before Leisure Air suspended operations, the FAA completed a special safety inspection that found major discrepancies in the airline's management administration, maintenance and flight operation areas and record keeping.

Leisure holds FAA operating authority as both a scheduled and charter operator. The airline operates scheduled flights between Atlanta, GA; Orlando, FL; West Palm Beach, FL; Los Angeles, CA, Boston, MA and Hartford, CT. They also operate charter service to the Caribbean, Mexico and Hawaii.

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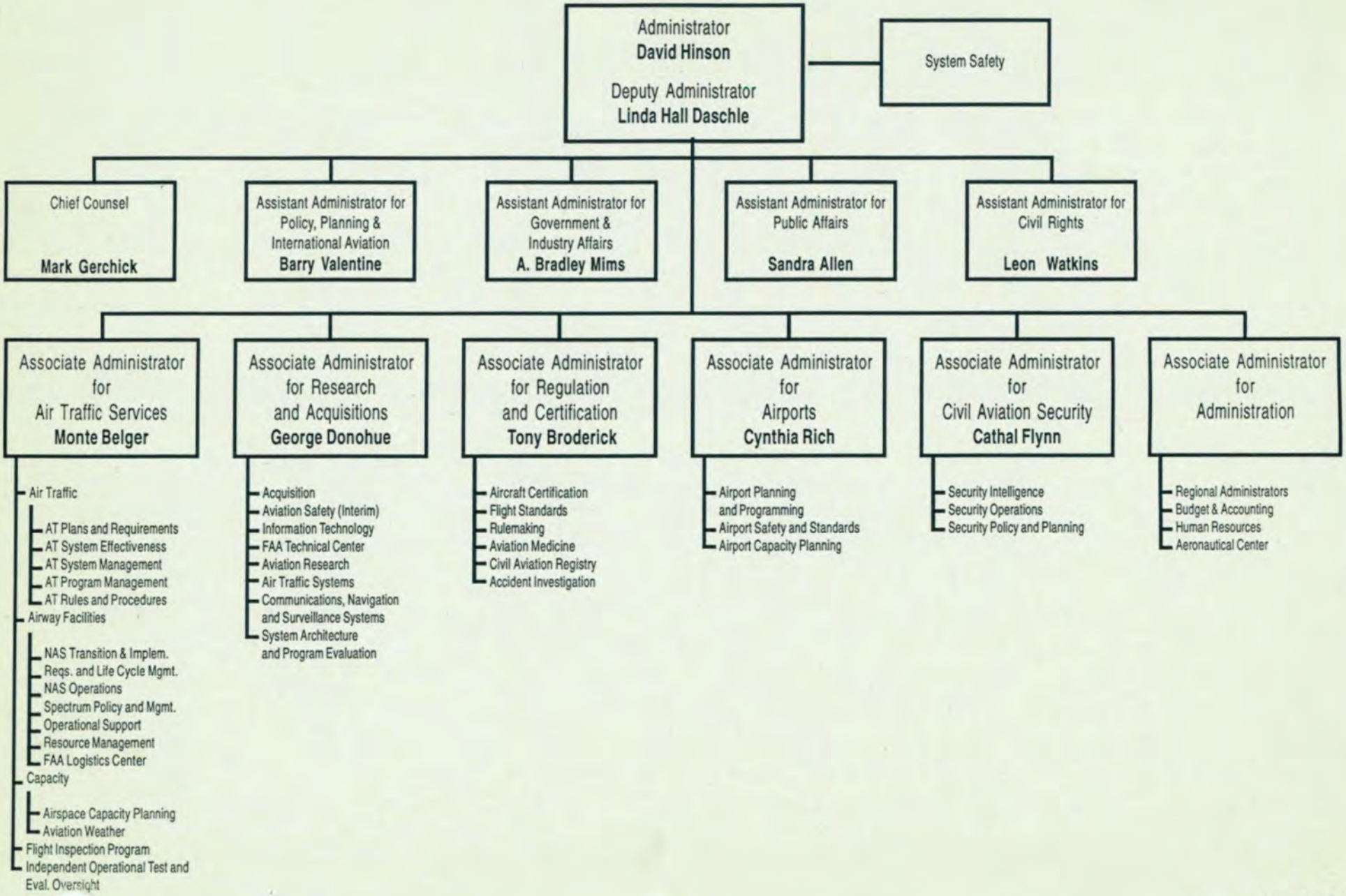
Federal Aviation Administration



December 1994

FAA News

Washington, D.C.

FAA STATEMENT ON B737 CERTIFICATION REVIEW

November 28, 1994

Contact: Drucella Andersen
Tel., 202-267-3883

- FAA has undertaken a special design review (Critical Design Review--CDR) of the flight control systems on the Boeing 737 (includes all models: B737-100/200/300/400/500.)

- The initial review will be on the rudder control system; however, all flight control systems will be reviewed, i.e., rudder (yaw damper), ailerons, elevators, stabilizer, spoilers, and speed brakes.

- The FAA has formed a team to conduct the review. This team consists of representatives from the Department of Defense (U.S.A.F.), Transport Canada (Canada's aviation authority), National Transportation Safety Board (NTSB), and FAA officials.

- The team officially started on October 25, 1994. These types of reviews are not uncommon. An example of a previous CDR is the review of the DC-10 after the Sioux City accident.

- The CDR is not a part of any NTSB accident investigation involving the B737. However, a representative from the NTSB is a member of the team.

- The objective of the review is to identify design issues to determine if there any areas that need change. The team will review basic design data, design philosophy, design requirements, airworthiness directives, service bulletins, service difficulty reports (SDR's), and any other information related to the B737 flight control systems. The team is permitted to do its own testing of systems and components, should such be necessary.

- Based on the results of the review, the team can make recommendations for changes. The FAA will take appropriate action based on any recommendations.

- Because the NTSB has not yet determined the cause of the crash of USAir flight 427 near Pittsburgh, Pa., the FAA cannot comment on specifics regarding the accident investigation.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, November 30, 1994

Contact: Liz Neblett
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Statement on ATR

The Federal Aviation Administration continues to place the highest priority on its work with the National Transportation Safety Board and the French government certification authority to support the investigation of the ATR-72 crash in Roselawn, Ind., on October 31. Teams of experts from the FAA, the NTSB and the manufacturer are analyzing data and performing additional tests to examine all possible causes of the accident.

The FAA has taken strong action to ensure that every precaution is being taken in ATR flights today. The agency will not hesitate to modify these precautionary measures as additional facts develop. Under FAA direction, flight procedures have been modified, and air traffic control and flight dispatch procedures have been changed to minimize the likelihood of in-flight ice encounters. The agency has taken these precautionary measures even though icing has not been established as the cause of the accident.

Some pilots have expressed concern about flying the ATR aircraft until the cause of the Roselawn tragedy is identified and corrected. The FAA would not permit continued operation of these aircraft if it had reason to believe that the aircraft were unsafe. Nevertheless, in accordance with FAA regulations, the pilot in command is responsible for and is the final authority as to the safety of any flight. We expect pilots to exercise that responsibility.

The FAA will continue to work with the NTSB, the French government certification authority, the pilots, the airlines, and the manufacturer to uncover the cause of the accident and eliminate it as quickly as possible. If at any time in this investigation, facts arise that require the FAA to modify flight procedures used to ensure flight safety of ATR aircraft, the FAA will not hesitate to direct their use.

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