



**U.S. Department of
Transportation**

News:

Federal Aviation Administration

**Office of External Affairs
Northwest Mountain Region
1601 Lind Ave., Southwest
Renton, Washington 98055-4056**

Colorado, Idaho, Montana, Oregon, Utah, Washington, Wyoming

August 1, 1995

Rel. No. 95-39

More information - Mitch Barker 206/227-1203

For immediate release:

MarkAir operating certificate suspended

The Federal Aviation Administration has ordered suspension of the air carrier operating certificate held by Denver-based MarkAir.

Suspension of a carrier's certificate is one of the strictest enforcement actions available to the agency. The carrier will not be able to operate in commercial service until it corrects deficiencies in the maintenance portion of its operations.

The agency alleges that MarkAir has failed to maintain an adequate staff of maintenance personnel and its Continuing Analysis and Surveillance System (CASS) is not being maintained adequately. These FAA requirements are the core of any carrier's ability to maintain its aircraft safely. Therefore, the agency has determined that MarkAir does not have the capability to perform maintenance in accordance with its FAA-approved programs.

"Safety of the flying public is our responsibility and we must ensure the safe operation of every carrier in the system," said FAA Regional Administrator Frederick Isaac. "Following thorough review into the maintenance practices of MarkAir, the FAA has suspended its operating certificate".

Mark Air has a fleet of six B-737 aircraft. According to the *Official Airline Guide*, it provides scheduled service to Denver, Anchorage, Seattle, Reno, Oakland, Minneapolis/St. Paul, Phoenix, Los Angeles (L.A. International), Dallas/Fort Worth, Atlanta, New York (La Guardia), San Diego and Chicago (Midway).

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FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Tuesday, August 1, 1995

APA 96-95

Contacts: Kay Garvey
Bob Hawk

Tel.: (202) 267-8521

STATEMENT

**NATIONAL TRANSPORTATION SAFETY BOARD
MEETING ON AUGUST 1, 1995,
REGARDING FRESNO, CALIF., LEARJET ACCIDENT**

The Federal Aviation Administration (FAA) said it would begin an immediate review of recommendations made today by the National Transportation Safety Board (NTSB) in connection with an accident on December 14, 1994, in Fresno, Calif., involving a Learjet.

Noting that safety is its first priority, FAA said it will fully consider the board's recommendations with a view toward providing responses to the NTSB in a timely fashion.

According to the board, FAA has responded acceptably to 84 percent of NTSB's recommendations.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, August 1, 1995

APA 97-95

Contact: Jeffrey Thal

Tel.: (202) 267-7344

FAA ANNOUNCES DECISION TO REPLACE AGING AIR TRAFFIC CONTROL COMPUTERS

The Federal Aviation Administration (FAA) today announced a decision to go forward with the development and implementation of the Display Channel Complex Rehost (DCCR) to replace aging computers in five FAA air route traffic control centers (ARTCC), Chicago, Dallas-Fort Worth, Washington, Cleveland and New York.

"When we reorganized the Advanced Automation Program in 1994, we realized that the new systems might not reach the field before we started having problems with the old equipment," said Administrator David R. Hinson. "As an insurance policy, we decided to go forward with DCCR development. Recent events have demonstrated the wisdom of that decision. The program has been under way for almost a year, and we are now moving the development into the production stage.

"While this action is being undertaken as quickly as possible, the current procurement rules mean the first replacement will not occur until early 1997, and that's too long to wait. The current cumbersome procurement and contracting system argues for a whole new way of doing business, one in which our air traffic control system can take truly expedient action to put safety measures on-line immediately and not have them sitting on the shelf indefinitely."

Hinson stated that DCC performance has deteriorated over the past three years as the number of computer outages and the time it takes to correct them have increased.

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The cost for acquiring and installing five systems is estimated at \$65 million, of which \$30 million has already been requested and partially funded. With today's decision to proceed into production, an additional \$35 million will be necessary. We will work closely with Congress to identify the appropriate funding source.

The first site delivery of DCCR will be to the Chicago en route center in early 1997, with systems placed in the other four facilities approximately one per month. The sites will be operational for at least 16 months prior to delivery of the Display System Replacement (DSR), the automated air traffic control workstation of the future. The first DSR is scheduled for delivery in September, 1998.

In the past four months, the FAA has encountered 20 DCC failures at the five sites, most recently in its Chicago-area air route traffic control center. This has caused the agency to take a closer look at increasing the level of activity on the DCCR program. The DCCR will replace IBM 9020E computers that create the displays on the air traffic controllers' radar screens. The 9020Es have been the primary radar data processing computers at those five sites since the early 1970's.

**PASS CHAPTER 101****Aurora AFS****619 New Indian Trail Rd.****Aurora, Illinois 60506***District 8 PASS/MEBA (AFL-CIO)***NEWS RELEASE****July 28, 1995**

CONTACT: Wanda Geist (708-906-8211/8245) Facility Representative or
Mike Paulsen (708-608-5707) Chicago Systems Office Rep.

Good news today...Professional Airways System Specialists (PASS) has learned that FAA management has approved the deployment of the Display Channel Complex Replacement (DCCR). The DCCR is the replacement for the DCC 9020E computer which technicians at Chicago Center are still working on after an outage which began Sunday, July 23rd. The DCCR is now scheduled to replace DCC 9020E computers at all five centers where they now exist. Chicago has been scheduled as first in line for deployment with a tentative installation date of February 1997, although they are hoping to push this date forward by another seven to nine months.

This is good news for technicians, controllers, and the flying public. We do want to emphasize however that this does not solve all of our problems. Training for technicians on the DCCR must also be obtained as soon as possible and additional technicians need to be hired so this training may take place. While technicians are in training, we will still need certified technicians at the center to maintain current equipment. We will also still have to maintain the 9020E for the next 2 years. Our staffing is critical and can only get worse as retirement-eligible technicians leave the center. Other units which maintain the communications, back-up radar, displays, and environmental controls are also at critical staffing levels. Each of these units has approximately 50% of its members eligible to retire. We need new technicians and we need a way to retain our retirement-eligible technicians until those new technicians are trained. PASS recommends that the 20% pay demonstration project be reimplemented.

The status report at Chicago Center is good today. The primary radar is on-line with only one redundant element still out-of-service, the IOCE. Because of weather in the area last night, Air Traffic was unable to release the primary system to the technicians so they could work on the problem. Technicians have ordered a part for the IOCE, which is expected to be flown in and delivered today. Because of a lack of parts for the system, the part had to be obtained from a 9020 computer which was decommissioned and is held in a warehouse for cannibalization of its parts. Work is expected to resume on the system tonight.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, August 2, 1995

APA 99-95

Contacts: FAA: Curtis Austin

Tele: (202) 267-3479

USDA: Tom Amontree

Tele: (202) 720-4623

DOT, USDA RELEASE JOINT AVIATION STUDY TO CONGRESS

The U.S. Departments of Transportation (DOT) and Agriculture (USDA) today released to Congress a joint study of interagency aviation inspections. The study concludes that, with recent changes, actual duplication is minimal, the current system is the most cost effective means to assure mission preparedness and safety, but that the current aviation inspection programs of the USDA and the DOT can be made more efficient.

In April 1994, the USDA's Forest Service implemented a policy change that eliminated all inspections on airport-to-airport contractees by Forest Service personnel. The Secretary of the USDA formally adopted this policy for the Department in July 1994. The joint study confirmed that this action eliminated most of the existing duplication.

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As a result of this study, the interagency team recommended that improvements to the current system be made in the area of inspection coordination, similar to the coordination that exists between the Federal Aviation Administration (FAA) and the Department of Defense Aircraft Mobility Command. The study team also recommends that the FAA and USDA make refinements in the areas of information sharing, increased interagency coordination, and modifications to policy and procedures to increase efficiency and minimize impacts upon commercial operators. DOT will work with USDA to implement the recommended improvements.

In examining the current aviation inspections programs of USDA and FAA, the study team found that the mission and scope of remaining aviation inspections differ significantly between the two organizations.

The study team found that USDA inspections are conducted to certify contract compliance, while FAA inspections are conducted to monitor compliance with Federal Aviation Regulations.

In addition, the team agreed that USDA aviation missions dictate a specialized set of contract requirements designed to ensure the safe conduct of hazardous operations and to ensure an adequate level of mission preparedness. The sole purpose of FAA inspections is to ensure aviation safety. The study team concluded that many of USDA's specialized provisions for equipment, operations, and personnel were beyond the purview of current FAA inspections.

In December 1994, a joint DOT/USDA study team was formed to respond to the Federal Crop Insurance Reform and Department of Agriculture Reorganization Act of 1994, in which Congress mandated the Secretaries of Agriculture and Transportation to study and report to Congress the cost efficiencies of eliminating, or reducing, the amount of perceived duplication of aviation inspections between the USDA and the FAA.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE
Thursday August 3, 1995

APA 98-95
Contact: Jeffrey Thal
Tel.: (202) 267-7344

Media Advisory

What: Announcement of the contract award for the Wide Area Augmentation System (WAAS)

When: 4:15 p.m. Thursday, August 3, 1993

Where: Conference Room 9 ABC

Secretary of Transportation Federico Peña and FAA Administrator David R. Hinson will announce the details of the award of a contract to develop and implement the Wide Area Augmentation System (WAAS). The announcement will take place on Thursday, August 23, 1995 in conference room 9 ABC of the Federal Aviation Administration, 800 Independence Avenue, Washington, D.C.

The WAAS is a system that will enhance the utility of the Global Positioning System for navigation and takeoff and landing guidance in U.S. airspace.

If you are unable to attend the news conference, a telephone line has been set up so that you may listen on the phone. Please dial 1-800-226-6588 about 10-15 minutes before the event is scheduled to begin.

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FAA News

Washington, D.C.



MEDIA ADVISORY

Friday, August 4, 1995

APA 100-95

Contact: Marcia Adams

Tel. (202) 267-3488

FAA ADDS SEVENTH LINE OF BUSINESS TO AGENCY'S OPERATIONS

WASHINGTON -- FAA Administrator David R. Hinson will announce the transfer of the Office of Commercial Space Transportation from the Department of Transportation to the Federal Aviation Administration as its "seventh line of business" on Monday, August 7, at 11:30 a.m.

Hinson will be joined by Frank C. Weaver, director, Office of Commercial Space Transportation.

The news conference will be held in conference room 9ABC of the FAA Headquarters building, 800 Independence Ave., S.W., Washington, D.C.

If you are unable to attend the news conference, a telephone bridge has been set up. Please dial 1-800-226-6588 15 minutes before the conference is scheduled to begin.

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FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Monday, August 7, 1995

APA 101-95

Contact: Les Dorr, Jr.

Tele.: (202) 267-3461

FAA CONTRACT AWARD HIGHLIGHTS ACQUISITION REFORMS

The Federal Aviation Administration (FAA) today awarded a contract worth \$34.5 million, including options and extended warranty, to Denro, Inc., Gaithersburg, Md., under the agency's pilot acquisition program to test innovative procurement practices that save the government and industry time and money.

Under the contract, Denro will deliver a commercial Digital Voice Recorder System (DVRS), which is designed to replace aging analog recording systems at as many as 800 FAA and Department of Defense air traffic control facilities. The contract has a two-year base period, two additional two-year option periods and a final one-year option.

As the FAA's pilot program under the Federal Acquisition Streamlining Act, DVRS was exempt from several government procurement regulations and the FAA was allowed to evaluate products the way a private business would. Consequently, the contracting process took about seven months rather than the typical 12 months. Installation of off-the-shelf DVRS equipment will start within three months, as opposed to the typical multi-year time frame. The contract also includes a cost-effective extended warranty on the product.

"The changes under the Federal Acquisition Streamlining Act benefited the FAA and taxpayers in this program," said FAA Administrator David R. Hinson. "but we also need relief from other acquisition statutes and regulations that involve needless costs and impede our ability to meet customers' needs at an affordable cost. We need to use the commercial acquisition methods in the pilot program for all acquisitions."

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The acquisition approach for DVRS featured several alternative procurement practices. For example, FAA reviewed documentation of potential vendors to determine which commercial products to test, and did not issue a formal Request for Proposal (RFP). No minimum requirements were specified, so the FAA was able to capture the best features of vendors' equipment. Paperwork was reduced and there was more reliance on face-to-face communication, equipment demonstrations in an operational environment and side-by-side comparative tests.

"We also have adopted ways of doing things internally that are new to the FAA," said Dr. George Donohue, Associate Administrator for Research and Acquisitions. "Managers are focusing on products and results rather than on a rigid process and approach. Everyone has become more accountable."

As part of its new way of doing business, the FAA is using techniques such as pre-qualification of potential offerors, oral technical proposals, and establishing requirements that allow the agency to purchase commercial products. The result is that state-of-the-art equipment gets to users much more quickly than in the past.

The FAA also works closely with industry to reduce the cost of competitive procurements and the time it takes to award contracts. Agency officials regularly meet with trade associations that represent many of its major suppliers. The FAA also shares information, solicits comments and holds open discussions with prospective vendors until release of an RFP. Much of the information industry needs to compete for FAA work, including RFPs, is provided electronically via the Internet.

"We have worked with the FAA over the past five years to identify and implement cost-saving changes to the procurement process. We are now seeing the positive results of the agency's innovative efforts," said Dan C. Heinemeier, Vice President of the Electronic Industries Association, Arlington, Va. "The FAA supplier community looks forward to building on these successes to benefit industry and government alike."

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, August 7, 1995

APA 102-95

Contact: Bob Hawk

Tel.: (202) 267-3476

**FAA, ROBINSON CONDUCT FLIGHT TESTS
OF R44 HELICOPTER ROTOR SYSTEM**

Preliminary analysis of data from flight tests conducted jointly by the Robinson Helicopter Company (RHC) and the Federal Aviation Administration (FAA) has shown that the Robinson R44 helicopter rotor performs within the aircraft's certification requirements. Data from the FAA-approved instrumented tests will now be reviewed to validate results of simulation programs involving Robinson's R22 and R44 aircraft.

Performed in Torrance, Calif., on July 10 and 13, the R44 flight tests were the latest in a series of steps begun by the FAA in July 1994 to resolve safety issues involving the Robinson helicopters. The FAA's actions have included formation of a special Technical Panel at its Rotorcraft Directorate at Fort Worth, Texas, to research solutions to main rotor blade/fuselage contact accidents, and issuance of Airworthiness Information Letters to assist pilots in avoiding conditions known to accompany rotor/airframe contact; Airworthiness Directives that set flight limitations; and a Special Federal Aviation Regulation specifying pilot experience, training, currency and pilot checking requirements for R22 and R44 aircraft. FAA has also conducted simulator and flight test and human factors research into rotor/airframe contact accidents.

The FAA's efforts are consistent with recommendations issued by the National Transportation Safety Board in July 1994 and January 1995 in connection with the board's investigation of accidents involving the in-flight breakup of Robinson helicopters. The FAA is working closely with the manufacturer, operators and other safety organizations to successfully resolve safety issues associated with the aircraft.

During nine flights lasting five hours, the R44 tests included various mission maneuvers designed to assess rotor performance. The tests, which were recorded on high speed video, will be used by the FAA's Technical Panel to validate the results of its R22 and R44 simulation program, currently in progress.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, August 8, 1995

APA 103-95

Contact: Curtis R. Austin

Tele.: (202) 267-3479

MEDIA ADVISORY

**FAA CREATES TASK FORCE
ON SUSPECTED UNAPPROVED PARTS**

The Federal Aviation Administration (FAA) will hold a media availability at 2 p.m. Tuesday, August 8, to release information about the agency's newly created task force on suspected unapproved parts (SUPs).

The media availability will be held in conference room 9ABC on the ninth floor of the FAA Headquarters building, 800 Independence Ave., S.W., Washington, D.C.

A telephone bridge will be available for those unable to attend the media availability. Persons interested in using the phone bridge should dial 1-800-226-6588 approximately 10 to 15 minutes before the scheduled media availability.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, August 8, 1995

APA 104-95 -

Contact: Curtis Austin

Tele.: (202) 267-3479

FAA CREATES TASK FORCE ON SUSPECTED UNAPPROVED PARTS

The Federal Aviation Administration (FAA) has assembled a special task force to thoroughly review the issue of unapproved aircraft parts, and to submit a report in 60 days evaluating the agency's efforts to prevent any potential risk to aviation safety.

"We are determined to eliminate the potential safety risk posed by the entry of unapproved aircraft parts into the U.S. aviation community," said Margaret Gilligan, deputy associate administrator for Regulation and Certification. "The aviation and management experience of Nicholas Sabatini, who will head the Suspected Unapproved Parts (SUPs) Task Force, will provide leadership for the task force as it begins this important work."

Gilligan said the SUPs Task Force is the latest in a series of initiatives the agency has launched since 1991 to address the problem of suspected unapproved aircraft parts. In the past five years, Gilligan said, the FAA has conducted more than 150 seminars on unapproved parts; participated in more than 200 symposiums; established a joint FAA-military team to deal with dual-use parts; and created a hotline for individuals throughout the aviation community to phone the FAA about suspected unapproved parts. In July, the FAA issued an Advisory Circular recommending a joint industry-FAA plan to create an industry-operated authorization program for brokers and distributors of aircraft parts.

The SUPs Task Force, Gilligan said, will build on past initiatives and take the next step -- submit a report to Gilligan's office in early October that makes recommendations to further improve the program's efficiency. Other goals of the SUPs Task Force include the following:

- Develop organizational processes or structure that support effective surveillance and enforcement of SUPs.

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- Suggest rulemaking or policy guidance that would assist in the surveillance and enforcement processes.
- Define roles, responsibilities and working relationships with law enforcement agencies.
- Assess data and information needs to support SUPs processes.
- Supplement the current training program with SUPs training for Aircraft Certification (AIR) and Flight Standards (AFS) inspectors.
- Assist the agency in prioritizing all recommendations according to the impact on reducing the potential safety impact on SUPs.

Joining SUPs Task Force Chairman Sabatini, will be experts in aviation maintenance, manufacturing, engineering and aircraft evaluation disciplines, as well as a security investigator, and the FAA's assistant chief counsel from New York.

Sabatini, the Flight Standards Division manager in the FAA Eastern Region, has a long career in aviation. A former New York City Police Officer, who spent 20 years on the force, he is also an ex-pilot for the U.S. Customs Office in New York, where he worked in drug interdiction. Sabatini joined the FAA in 1979 as a Principal Operations Inspector based in Charleston, W.Va. Rising through the FAA ranks, he was appointed to his current position in 1990.

Sabatini has received both the FAA and the Department of Transportation Certificate of Achievement, the Flight Standards Service Strategic Management Award, in addition to being cited for the last 10 years for outstanding performance.

He is a member of the Wings Club, and holds the following aircraft type ratings: Airline Transport Pilot Certificate, Airline Multi-engine Land, Rotorcraft-Helicopter, DC-9, BH-206, EMB-110, Commercial Privileges, Airplane Single Land and Flight Instructor.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, August 8, 1995

APA 105-95

Contact: Jeffrey Thal

Tel.: (202) 267-7344

FAA AWARDS CONTRACT FOR ENHANCED TERMINAL VOICE SYSTEM

The Federal Aviation Administration (FAA) took another step forward in the modernization of the U.S. air traffic control (ATC) system with the award of a \$69 million contract--a 30 percent savings over the system's originally-projected costs--to upgrade the communications capability at air traffic control towers and approach and departure control facilities.

The contract, to build and install the Enhanced Terminal Voice Switch (ETVS), was awarded to Denro, Inc., of Gaithersburg, Md.

"This system will be an important addition to the ATC system," said Dr. George Donohue, FAA's associate administrator for research and acquisition. "ETVS will improve the efficiency of controllers, reduce on-site maintenance costs and enable us to keep pace with current and future telecommunications technology."

ETVS will provide the same benefits to FAA tower and terminal facilities that the Voice Switching and Control System gives to the en route centers. It will replace aging voice communication systems that are difficult to maintain with a highly reliable and easily maintainable system using state-of-the-art, off-the-shelf components.

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“Significant savings in development and implementation costs will be realized as a result of our requirement to use off-the-shelf equipment, changes in the industry and in technology, and because of competition in the marketplace,” said Donohue. “In addition, the system design will facilitate reduced maintenance and recurring telecommunications costs.”

The ETVS contract, a joint FAA/Department of Defense (DOD) procurement, calls for production, testing, installation and continuing maintenance of an automated voice communication system that will be placed in 336 FAA and DOD air traffic terminal operations beginning next year. A maximum of 417 systems can be purchased under the contract. Under the terms of the contract, Denro will also provide technical support and training of both air traffic controllers and maintenance personnel.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE

Thursday, August 10, 1995

FAA 106-95

Contact: Anthony Willett

(202) 267-3883

STATEMENT BY FAA ADMINISTRATOR DAVID R. HINSON
ON OAKLAND POWER OUTAGE

The FAA already has taken several aggressive actions to address yesterday's power outage in Oakland.

I have dispatched the agency's senior official for systems management, Archie Archilla, to Oakland where he will lead a team of experts that is investigating this problem. The team consists of agency technicians and hardware and software engineers from headquarters and the FAA Technical Center in Atlantic City. Their sole job will be to isolate and eliminate the cause of the outage. The team will deliver a report to me no later than August 21 detailing its findings.

Simply put, our goal is to find out what went wrong and to fix it. The task of reaching that goal is complex and will involve several hundred hours of investigative work by the team.

Additionally, a team of air traffic control experts in headquarters is reviewing our emergency operating procedures to ensure that they are appropriate, responsive and effective during these situations.

I am confident that these efforts will bring us closer to resolving this issue.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, August 11, 1995

APA 107-95

Contact: Larry West

Tele.: (202) 267-3883

FAA SELECTS CONSULTING FIRM FOR CHALLENGE 2000 REVIEW

Federal Aviation Administrator David R. Hinson said today that Booz-Allen & Hamilton Inc., a world-class management consulting firm already under contract to the FAA, has been chosen to help the agency conduct Challenge 2000 — the comprehensive review of FAA regulation and certification processes that Hinson announced last month.

“Booz-Allen & Hamilton is one of the most highly respected management consultant firms in the world, and we’re fortunate to have their expertise for Challenge 2000,” Hinson said. “They know aviation, they know good management and they know how to evaluate and improve complex processes.”

The FAA’s Challenge 2000 contract with Booz-Allen & Hamilton is for \$1.1 million. Hinson said the company expects to complete its report by the end of the year.

“The only assumption we’re starting with is that it’s always possible to do a better job,” he said. “We want to take a hard look at every aspect of our regulation and certification work — from safety inspections to rulemaking — not only what we do, but also how and why we do it.”

Hinson said he initiated Challenge 2000 to keep the FAA on track toward its goal of 100 percent safety — zero accidents — and to help the agency determine the best way to manage the increasing challenges of regulating the aviation industry as the United States enters the 21st century. Rapidly changing technologies, the globalization of aviation, and unprecedented growth in air travel and the demand for aviation services make it essential for the agency to “take a fresh look at the way we do things,” he said.

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To help the FAA respond to those emerging challenges, Hinson last month commissioned the Challenge 2000 task force to conduct a thorough review of the agency's regulation and certification policies and procedures. The task force is chaired by Barry Valentine, FAA assistant administrator for policy, planning and international aviation. It comprises a team of senior FAA officials; Booz-Allen & Hamilton's team of private management consultants and aviation experts; and members of the FAA Research and Development Advisory Committee, led by the committee chairman, Gen. James Abrahamson.

"Good management requires us to reassess our way of doing business periodically, to ask and answer certain fundamental questions, and to examine the relationship between the way we do things and our reason for doing them," said Hinson, who in his first two years at the FAA has reorganized the agency into six distinct lines of business, increased accountability and established better ways to measure productivity.

"I can't predict exactly what this review will tell us, but I believe it will provide the information and the tools we need to chart a true course for the future," he said.

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FAA News

Federal Aviation Administration

For Immediate Release

Saturday, August 12, 1995

Contact

Arlene Salac

718/553-3010

In coordination with the Federal Aviation Administration (FAA), the New York Port Authority today elevated security measures at the Authority's airports. This action is based on information received from law enforcement agencies and applies to John F. Kennedy, LaGuardia and Newark airports.

The most noticeable additional security measures affect parking at or near terminal buildings. Vehicles entering parking structures may be searched, unattended vehicles at departure and arrival loading and unloading areas will be towed, and some parking areas may be closed.

Passengers should plan to arrive early to allow sufficient time to locate available parking.

These measures are in addition to those put into place nationwide earlier in the week. Measures will remain in place as long as necessary.

We cannot offer additional details as more specific information on security measures being taken could compromise safety.

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Press Guidance for FAA Security and Public Affairs Offices

Questions and Answers on Increased Security in the New York Area

August 12, 1995

1. Has there been a specific threat?

Answer: The information we have received from law enforcement authorities makes it prudent to implement certain measures. It is inappropriate to discuss the nature of the threat further.

2. How wide-spread is the current threat?

Answer: The additional security procedures apply to the New York City area only. It is localized. We are in constant contact with law enforcement agencies to measure the changing threat conditions. We will make appropriate adjustments to security measures based upon our assessment of any changes in the information.

3. Are the measures being imposed as a result of Sheik Rahman's trial or the arrest of Mr. Marzuq?

Answer: I am not able to comment on any ongoing investigations or criminal proceedings.

4. What are the measures being applied to airports in New York?

Answer: The measures announced (by Secretary Peña) last Wednesday--such as an announcement to passengers to control their bags or the questions that may be posed to passengers about their baggage--will continue and be apparent to travelers. In addition, parking at JFK, Newark and La Guardia airports may be restricted, and vehicles left unattended in loading/unloading areas will be towed. Patrols have been increased. Other measures will not be noticeable to those not working in the aviation industry. For obvious reasons, we do not serve the public interest by disclosing these measures.

5. Will the measures cause delays or inconvenience the traveling public?

Answer: Again, the measures announced last Wednesday should cause few, if any, delays and be of minimal inconvenience to the public in New York or other cities. Parking restrictions at New York airports will cause some inconvenience.

6. Are these measures adequate to ensure public safety?

Answer: The FAA believes these measures are prudent and necessary, and that they provide proper protection for the public. Should we receive more information indicating that the situation has changed, we will adjust our measures accordingly.

7. When you say adjusted, what do you mean?

Answer: There are certain security measures that are always in place. We have the ability to impose stronger measures or remove them as needed.

8. How long will these measures be in place?

Answer: These measures will remain in place as long as necessary. When the U.S. Government's assessment of the situation changes, so will the measures. They can be made more or less stringent as the need requires.

9. With the increased security measures, do you recommend that passengers arrive at the airport early?

Answer: We expect these measures to be somewhat inconvenient to the public, so it may be prudent to allow additional time to arrive at the airport and check in. You should contact your air carrier or call the New York Port Authority Information Office to help determine if an earlier arrival is necessary.

10. Will the FAA increase its activities at airports?

Answer: The FAA will monitor and assist air carriers and airports in implementing the security measures. Under certain conditions, the FAA will, in fact, increase inspections.

11. Is it safe to fly?

Answer: Yes. We believe that the measures put in place to address this threat will continue to ensure the safety of the flying public. If we thought it was unsafe, we and the airlines would cancel flights.

ACS/APA
August 12, 1995

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Tuesday, August 15, 1995

APA 108-95

Contact: Les Dorr, Jr.

Tele.: (202) 267-3461

FAA NEWS AND PUBLIC AFFAIRS DEBUTS ON WORLD WIDE WEB

The Federal Aviation Administration (FAA) went on-line today with the Headquarters News and Public Affairs Home Page on the World Wide Web, providing media and the public with news releases, speeches and other information.

The new home page is accessible to anyone with an Internet connection and "web-browser" software such as Mosaic or Netscape, or text-based applications such as Lynx. These are some features of the new service:

- News releases. Major news announcements from the FAA and Department of Transportation.
- Speeches. Selected remarks by FAA Administrator David R. Hinson and Deputy Administrator Linda Hall Daschle.
- Biographies. Biographical sketches of key FAA officials.
- Organizational overview. Listing of FAA divisions and program offices.
- FAA Phone List. Important phone numbers for headquarters and regional offices.
- Historical data. A brief FAA history, list of FAA administrators and works published in the FAA history program.
- Headquarters Intercom. Articles from the FAA headquarters employee newsletter

To reach FAA News and Public Affairs, enter:

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

An FAA home page from the agency's Northwest Mountain Region also officially debuts on the Web today. The region, with headquarters in Seattle, covers seven states: Washington, Oregon, Idaho, Montana, Colorado, Wyoming and Utah.

The Northwest Mountain Region Home Page contains regional news releases, useful information for pilots and the public such as the hazards of mountain flying and volcanic ash and an introduction to the FAA. The page can be reached using the hypertext link from the Headquarters page, or by entering <http://www.tc.faa.gov/NM/anm-hp.html>

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, Aug. 16, 1995

APA 109-95

Contact: Curtis Austin

Tele.: (202) 267-3479

FAA HALTS U.S AIR CARRIER REPAIRS AT TWO JAPAN AIRLINES Facilities

The Federal Aviation Administration (FAA) has barred two Japan Airlines (JAL) repair stations from performing maintenance work on U.S.-registered air carrier aircraft after discovering the stations conducted unauthorized repairs.

"Officials with Japan Airlines have expressed a willingness to work with us to clear up the concerns that have prompted us to take this action, and we are encouraged by that," FAA Administrator David R. Hinson said.

"The continued safety of U.S.-registered aircraft, however, is our foremost concern. Therefore, we must move forward with our plan to halt maintenance work on U.S.-registered air carrier aircraft until all of our concerns are resolved," Hinson said.

In a recent letter to JAL, the FAA informed the airline that two of its repair stations -- located at Narita and Haneda airports in Japan -- were deviating from FAA-approved practices. The two repair stations, FAA officials said, also were turning work over to contractors operating non-certified facilities, reusing parts that should have been discarded, failing to provide proper training to repair personnel and using parts supplied from unapproved vendors.

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U.S.-registered air carrier aircraft currently in the Narita and Haneda repair stations will not be approved for service until U.S. airline mechanics, authorized by U.S. airlines, certify that all repairs have been properly performed, Hinson said.

The FAA has told JAL to stop repairing U.S. aircraft at the two stations effective today. The agency has begun appropriate legal procedures, which are expected to be completed by the end of the week.

FAA officials first became aware of the problem last month, when FAA inspectors conducting a yearly inspection of the repair stations discovered that the facilities had changed aircraft manufacturer specifications and limitations without FAA approval. Under FAA maintenance certificate requirements any deviation from approved repair procedures must receive agency approval on a case-by-case basis.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, August 24, 1995

APA 110-95

Contact: Curtis Austin

Tele: (202) 267-3479

FAA UNVEILS HUMAN FACTORS GUIDE TO ENHANCE AVIATION MAINTENANCE

The Federal Aviation Administration (FAA) today unveiled a guide book designed to enhance air safety by suggesting ways to reduce human error and improve performance levels of airline maintenance technicians, managers and safety inspectors.

"Human Factors Guide For Aviation Maintenance," released in both hard copies and on CD-ROM, will be available for aviation maintenance managers, maintenance technicians, FAA Aviation Safety Inspectors, and others in the field of aviation maintenance as a usable, operational tool to reduce human errors that compromise safety, and to reduce the overall costs of maintenance.

"Until fairly recently, most of the research on human factors directed at the aviation industry has been aimed primarily at cockpit and flight crew issues," said Anthony J. Broderick, associate administrator for Regulation and Certification. "However, the more we looked at problems in maintenance operations, and particularly those of aging aircraft, the more we saw human factors as some part of the problem," Broderick said.

The science of human factors studies how various factors, or elements, such as job training, personal background, work environment, work shifts, even temperature and the kind of equipment being used, affects people's ability to perform their jobs. With such knowledge, systems and work environment can be designed or modified for optimal human performance.

The FAA increased its focus on human factors in maintenance following an April 28, 1988 accident, in which an Aloha Airlines B-737-200 suffered structural fuselage failure and subsequent decompression. An investigation by the National Transportation Safety Board cited the airline maintenance program's failure to detect fatigue damage as the probable cause of the accident.

-- more --

As a direct result of the Aloha Airlines accident, the FAA convened an International Conference on Aging Aircraft in June 1988. The decision to assign the FAA Office of Aviation Medicine to explore human factors in maintenance and create an evolving guidebook on human factors was an outgrowth of the 1988 conference.

In preparing the guidebook, FAA officials and contractors interviewed maintenance technicians and their line supervisors; set up laboratories in maintenance facilities; examined workplaces, shift records, personal and work related accident records; and examined a variety of human and environmental factors related to human performance. The Guide is underpinned by a substantial number of research projects which have been conducted over the past five years. The Guide was designed and reviewed by 150 government and industry personnel, and a panel of human factors scientists. Representatives from Delta Air Lines, Continental Airlines, Lockheed Aeromode and Greenville Tech. (a technician training school), Northwest Airlines, USAir, United Airlines, Boeing and Airbus Industries, were also involved in the research.

In addition to the distribution of the Guide, the FAA has conducted nine workshops on human factors in aviation maintenance. A tenth is planned for January 1996. Also, several human factors workshops will be conducted at airline maintenance facilities to familiarize workers with application and use of the Guide.

Persons seeking the Guide, either in hard copy or CD-ROM, should write the Federal Aviation Office of Aviation Medicine, 400 7th St., S.W., Room 2102-B, Washington, D.C., 20590; or phone (202) 366-6910, for further information.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, August 23, 1995

APA 111-95

Contact: Marcia Adams

Tel.: (202) 267-3488

MEDIA ADVISORY

WASHINGTON -- The Federal Aviation Administration's monthly media briefing scheduled for Thursday, August 24, from 10:15 to 11:15 a.m. has been canceled due to unforeseen scheduling conflicts.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, August 23, 1995

APA 111-95

Contact: Marcia Adams

Tel.: (202) 267-3488

MEDIA ADVISORY

WASHINGTON -- FAA Deputy Administrator Linda Hall Daschle will host the agency's monthly media briefing -- limited to working press only -- on Thursday, August 24, from 10:15 a.m. - 11:15 a.m., in conference room 9ABC.

Daschle will be joined by Anthony Broderick, associate administrator for Regulation and Certification, Monte Belger, associate administrator for Air Traffic Services, and Cathal Flynn, associate administrator for Civil Aviation Security.

All media are invited, but due to the informal nature of the briefing, no cameras please. Contact Marcia Adams if you plan to attend.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, August 23, 1995

APA 112-95

Contact: H. Price

Phone: (202) 267-3447

**ADMINISTRATOR NAMES REGULATION AND
CERTIFICATION DEPUTY AS WELL AS CHIEF OF STAFF**

Administrator David R. Hinson has announced the appointment of Lynne A. Osmus as chief of staff to the Federal Aviation Administration administrator and Margaret Gilligan as deputy associate administrator for regulation and certification. The new appointment places Osmus as the key assistant to the lead federal official in charge of the nation's airspace and Gilligan becomes second in command for regulating and certifying all facets of the aviation industry.

"The American people are extremely fortunate to have such dedicated professionals working to improve civil aviation. Throughout their careers, Osmus and Gilligan have diligently worked to enhance safety and security in our nation's skies. I am pleased they have accepted these appointments, and am confident both will be tremendous assets to the FAA and the traveling public," Hinson said.

As chief of staff, Osmus assists the senior federal official in charge of overseeing the nation's civilian airspace system. Her work includes coordinating activities for the administrator relating to aviation policies and managing the staff of the Office of the Administrator. As the administrator's advisor and counselor, she is required to confer with senior FAA officials. The position also involves representing the administrator on major agency issues, including negotiations and briefings with Congress, industry, special interest groups, state and local officials, as well as other federal agencies.

Prior to her appointment as chief of staff, Osmus served since March 1992 as director of FAA's Office of Civil Aviation Security Operations. Beginning in May 1991, she worked as special assistant to the administrator. In April 1989, she was named acting director of the agency's Office of Civil Aviation Security Policy and Planning. Her career at the FAA has also included various supervisory and management positions relating to aviation security in the agency's Western-Pacific Region Office. Recognition

-- more --

of distinguished public service include Special Achievement Awards in 1990 and 1991, as well as the agency's Western-Pacific Region Federal Women's Program Woman of the Year in 1986. She received a bachelor of arts from the Virginia Polytechnic Institute and State University in 1976.

As deputy associate administrator, Gilligan is second in command for certification, production approval, and continued airworthiness of aircraft. Her responsibilities include assisting the associate administrator in licensing pilots, mechanics, and others in air safety-related positions. Gilligan's work also involves certifying and regulating U.S. air carriers and air operators, as well as aviation maintenance firms.

The Office of Regulation and Certification has approximately 4,600 employees located at FAA headquarters, nine regional offices, and over 125 field facilities throughout the world. Their work is augmented by some 16,000 persons in the private sector designated to perform certain aviation safety functions on behalf of the agency.

Since 1988, Gilligan served in the FAA's Administrator's Office and was chief of staff to four FAA administrators. During November 1991 to June 1992, she served as special counsel to the deputy secretary at the Department of Transportation. In 1987, she was appointed as special assistant to the FAA's chief counsel. She also served as general attorney in the agency's Eastern Region from 1980 to 1987. Recognition of distinguished public service includes the Secretary's Award for Meritorious Achievement in 1990, the Administrator's Award in 1989 and Special Achievement Awards in 1982, 1987, 1988 and 1989. The native New Yorker earned a bachelor of arts in political science at Manahattansville College in 1975, a law degree from Boston University in 1979, and was admitted to the New York State Bar in 1980.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, August 29, 1995

APA 113-95

Contact: Hank Price

Phone: (202) 267-8521

FAA EXTENDS PROPELLER INSPECTIONS TO INCLUDE MORE AIRCRAFT

Continuing its aggressive response to last week's Atlantic Southeast Airlines crash near Carrollton, Ga., the Federal Aviation Administration (FAA) has issued an airworthiness directive that broadens its inspection and service requirements for aircraft equipped with propellers manufactured by Hamilton Standard of Windsor Locks, Conn.

Over the weekend, the FAA ordered immediate inspection and possible replacement of certain Hamilton Standard propellers that had been repaired after a previous ultrasonic inspection. The new FAA airworthiness directive issued last night orders aircraft operators to inspect all Embraer EMB-120 turboprop aircraft propeller blades within 50 flights (approximately five days).

The agency also now requires inspections for other aircraft equipped with Hamilton Standard propellers that have not been "shot peened," a manufacturing process that makes the blades more resistant to fatigue and cracking. Approximately two-thirds of the affected blades now in service were made when shot peening was not part of the manufacturing process. Those blades must be inspected within 150 flights (approximately 15 days) if they have made more than 1,100 flights since their last ultrasonic inspection. Following this initial schedule, recurrent inspections for all affected propeller blades will be required every 1,250 flights.

"We have ordered a second aggressive inspection schedule that will require operators to complete their inspections within 15 days," said FAA Deputy Administrator Linda Hall Daschle. "Any propeller blades showing signs of fatigue — now or in the future — will be taken out of service immediately. We are confident that these measures will increase safety."

(more)

Daschle said that the FAA and the National Transportation Safety Board (NTSB) have been working closely together since last week to develop the best safety strategy concerning the Hamilton Standard propellers. The new airworthiness directive, which goes beyond actions ordered last Friday, will be part of the FAA's official response to the NTSB recommendations. It is designed to achieve the two organizations' shared safety goals quickly, but with the least possible disruption to the plans of the traveling public.

Inspections of the more than 8,500 propeller blades that fall under the new FAA inspection orders are expected to take about 15 minutes per blade — approximately 2-3 hours per aircraft, depending on the number of propeller blades per engine. Approximately 1,500 aircraft worldwide are equipped with these types of Hamilton Standard propeller blades, more than 13,000 blades in all.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, August 25, 1995

APA 115-95

Contact: Bob Hawk

Tel.: (202) 267-8521

FAA WILL REQUIRE ADDITIONAL INSPECTIONS, REMOVAL OF CERTAIN HAMILTON STANDARD PROPELLER BLADES

The Federal Aviation Administration (FAA) is ordering immediate action relating to the use of Hamilton Standard 14RF/SF and 6/5500/F propellers such as on the Atlantic Southeast Airlines Embraer EMB-120 turboprop aircraft that crashed near Carrollton, Ga., on August 21, 1995.

Specifically, the FAA has identified a series of steps to be taken by the FAA, the airlines and the industry -- including Embraer and the propeller's manufacturer, Hamilton Standard of Windsor Locks, Conn.

"Several of the actions respond to the NTSB's recommendations issued today. Others go beyond the Board's recommendations," said Linda Hall Daschle, FAA Deputy Administrator. The first action ordered today will require the removal from service of any Hamilton Standard 14RF-9 blades on EMB-120 aircraft that had been repaired after an ultrasonic inspection.

The second action requires that all other propeller blades that had been ultrasonically inspected and been repaired must now be ultrasonically inspected within 10 flight cycles. Any blades found to have anomalies must be permanently removed from service. This includes blades on aircraft such as the DeHavilland DASH-8, ATR-42 and -72, ATP, Saab 340B, CASA CN235, and Canadair CL-215T.

The third action requires that Hamilton Standard, in cooperation with Embraer, conduct additional vibration and loads survey and analysis -- that measures stress on the blade -- to reestablish the integrity of the propeller installation and its operational characteristics in the EMB-120 airplane.

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The FAA accepts the Board's recommendation of continued inspection of blades remaining in service. We will continue to work with the NTSB to institute an aggressive resumption of the repetitive inspection program for propeller blades that have accumulated more than 1250 cycles since a previous ultrasonic inspection.

Finally, the FAA will review overhaul and inspection requirements for Hamilton Standard propeller blades that have been shot peened, as recommended by the NTSB.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, August 25, 1995

APA-116

Contact: Hank Price

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**STATEMENT OF
THE FEDERAL AVIATION ADMINISTRATION
REGARDING
NATIONAL TRANSPORTATION SAFETY BOARD RECOMMENDATIONS
GENERAL ELECTRIC CF6 AIRCRAFT ENGINES**

Due to the number of commercial aircraft involved, the Federal Aviation Administration understands the importance of the National Transportation Safety Board's recommendations regarding General Electric CF6 jet aircraft engines. Safety is FAA's highest priority and the agency acceptably responds to 84 percent of the Board's recommendations.

During the past three weeks, the FAA has been working with the NTSB and General Electric to identify the problem with the CF6 engines and make appropriate modifications to its inspection program. The Board today provided recommendations to the FAA.

"The FAA is now reviewing these recommendations and intends to respond as soon as we have determined the correct inspection intervals for the program," said FAA Deputy Administrator Linda Hall Daschle.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, August 30, 1995

APA 118-95

Contact: Bob Hawk

Tel.: (202) 267-3476

STATEMENT

NATIONAL TRANSPORTATION SAFETY BOARD MEETING ON ST. LOUIS RUNWAY COLLISION NOVEMBER 22, 1994

Emphasizing that safety is its highest priority, the Federal Aviation Administration today said it would begin an immediate review of recommendations adopted by the National Transportation Safety Board in connection with a runway collision on Nov. 22, 1994, between a TWA MD-82 and a Cessna 441.

"The FAA regards the NTSB's recommendations very seriously and will analyze them and provide prompt responses," said Linda Hall Daschle, FAA deputy administrator. "Runway collisions, such as the one in St. Louis, were addressed by the FAA in its 1995 Runway Incursion Action Plan, which outlined numerous steps to improve airport safety while dealing with the need to expand capacity and enhance ground operations."

The action plan, released on April 17, expands on the Aviation Safety Conference convened in January by Transportation Secretary Federico Peña and FAA Administrator David R. Hinson. It is tightly linked to the partnership between industry and government to achieve the common goal of increased aviation safety.

The board's recommendations will be analyzed in light of the FAA's action plan, which establishes five specific functions to reduce surface errors at the nation's more than 570 civil airports. The plan focuses on reducing human error, improving ground communications, development and implementation of technologies to increase surface guidance, as well as improved ground traffic management procedures and equipment.

FAA has responded acceptably to four previous NTSB recommendations relating to the St. Louis accident. Overall, the FAA has responded acceptably to 84 percent of the NTSB's recommendations.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, August 30, 1995

APA 119-95

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STATEMENT

**NATIONAL TRANSPORTATION SAFETY BOARD MEETING
ON KANSAS CITY CARGO PLANE ACCIDENT
FEBRUARY 16, 1995**

Reiterating its commitment to flight safety, the Federal Aviation Administration said it will begin an immediate review of today's National Transportation Safety Board (NTSB) recommendations regarding the February 16 Air Transport International (ATI) DC-8-63 cargo aircraft accident at Kansas City (MO) International Airport.

"We acted expeditiously on the two recommendations NTSB gave us in March regarding the ATI accident," said Linda Hall Daschle, FAA deputy administrator. "We will carefully consider what action is needed to meet other NTSB recommendations resulting from today's meeting. The FAA takes very seriously its obligation to respond to the board's recommendations in a timely manner."

In response to the March recommendations, the FAA conducted an in-depth inspection of ATI to examine training, operational philosophy and management oversight. On July 18, the agency issued the Flight Standards Information Bulletin regarding flight crew training and qualification for one-engine inoperative ferry flights. The FAA also is examining the oversight effectiveness by the respective Flight Standards District Offices regarding ATI.

Staunchly supporting its "safety first" effort, the FAA will continue to focus its attention on working together with the NTSB to enhance and improve safety requirements for all aircraft. Overall, the FAA has responded acceptably to 84 percent of the NTSB's recommendations.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE

Wednesday, August 30, 1995

APA 120-95

Contact: Alison Duquette
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FAA AWARDS CONTRACT FOR AIR TRAFFIC CONTROL COMPUTERS

The Federal Aviation Administration (FAA) took another step forward in the modernization of the U.S. air traffic control system with the award of \$10 million to Loral Corporation to begin production and installation of the Display Channel Complex Rehost (DCCR). The new equipment will replace aging Display Channel Complex (DCC) computers at FAA air route traffic control centers in Chicago, Dallas-Fort Worth, Washington, Cleveland and New York.

"As part of our efforts to revitalize modernization of the air traffic control system, the FAA decided to go forward with DCCR development one year ago," said FAA Administrator David R. Hinson. "Recent outages demonstrate the wisdom of that decision. The DCCR is an additional step in our ongoing efforts to fix a problem this administration inherited and has now turned around. Our long-term solution is bringing on line controller workstations of the future."

The DCCR will be operational at the Chicago air route center in October 1997. The sites will be operational for at least 16 months prior to delivery of the Display System Replacement (DSR), the automated air traffic control workstation of the future. The first DSR is scheduled to be fully operational in Seattle in October 1998.

The DCCR will replace IBM 9020E computers that create the displays on the air traffic controllers' radar screens. The 9020Es have been the primary radar data processing computers at the five sites since the early 1970s.

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