FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Monday, Dec. 11, 1995

APA 182-95
Contact: Henry J. Price
Tel.: (202) 267-3447

ADVANCE

DOT/FAA UNVEIL FINAL COMMUTER SAFETY RULE
THURSDAY, DEC. 14 AT 1 P.M.
DOT HEADQUARTERS
&
BACKGROUND BRIEFING
ON THE HISTORY OF THE COMMUTER RULE
TUESDAY, DEC. 12 AT 3 P.M.
FAA HEADQUARTERS

On Thursday, Dec. 14 at 1 p.m., Department of Transportation Secretary Federico Peña and Federal Aviation Administration (FAA) Administrator David R. Hinson will unveil the final rule to require commuter airlines to comply with federal regulations that govern larger carriers.

Achieved in an aggressive and unprecedented time frame, the Commuter Safety Rule is the most comprehensive aviation rulemaking in U.S. history. It meets a commitment made by Secretary Peña one year ago for "one level of safety."

The event will be held in the Secretary's Conference Room 10200 at the Department of Transportation, 400 7th Street, S.W., Washington, D.C. Due to limited space, the conference will only be open to the press and media.

To help reporters understand the history of commuter aviation, terms and technology, as well as the rulemaking process, a background session will be held at 3 p.m. on Tuesday, Dec. 12, at FAA headquarters Conference Room 9 A-B-C, 800 Independence Ave., S.W. in Washington. A phone bridge will be set up at 1-800-226-6588 for reporters unable to physically attend the session. Interested members of the media should call in 10-15 minutes prior to the briefing.

#

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, Dec. 13, 1995

APA 183-95
Contact: Marcia Adams
Tel.: (202) 267-3488

ADVISORY

DOT/FAA UNVEIL FINAL COMMUTER SAFETY RULE
THURSDAY, DEC. 14 AT 1 P.M.
DOT HEADQUARTERS

On Thursday, Dec. 14 at 1 p.m., Department of Transportation Secretary Federico Peña and Federal Aviation Administration Administrator David R. Hinson will unveil the final rule to require commuter airlines to comply with federal regulations that govern larger carriers.

The event will be held in the **Marx Media Center, Room 2201** -- NOT Room 10200 -- at the Department of Transportation, 400 7th Street, S.W., Washington, D.C. Due to limited space, the conference will only be open to the press and media.

Reporters unable to attend the briefing may access a phone bridge by calling (202) 267-9676. Please call in 10 minutes prior to the briefing.

##

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, Dec. 14, 1995

APA 184-95
Contact: Henry J. Price
Tel.: (202) 267-8521

PEÑA FINALIZES COMMUTER RULE TO MEET ONE LEVEL OF SAFETY

Fulfilling their pledge for "one level of safety," Transportation Secretary Federico Peña and Federal Aviation Administration (FAA) Administrator David R. Hinson today announced a set of new rules that will result in the same high standard of safety for passengers on scheduled airlines, whether they board a "jumbo jet" or a "10-seater." Achieved in an unprecedented time frame, the Commuter Safety Initiative establishes the most comprehensive changes ever in aviation rulemaking.

President Clinton praised the new standard, stating, "A universal high level of safety for all commercial airplanes is a bold step forward in the interest of passengers, and demonstrates how common sense government can make a real difference in the lives of all Americans."

In addition to today's commuter rule, the Commuter Safety Initiative includes a final rule requiring more comprehensive training standards for air carrier pilots. These new training requirements include new Crew Resource Management standards that move forward FAA's efforts to address "human factor" problems regarding the flight crew and dispatchers. The FAA also issued today a Notice of Proposed Rulemaking that would require the airlines to comply with proposed new flight/duty/rest standards for pilots.

"The rules adopted today fundamentally enhance the way a vital segment of the air travel industry operates and meets a personal commitment I made to Americans a year ago. These new standards provide the nation with the tools we need to meet the vast growth in commuter aviation. We have today made an impressive move forward by government, labor and industry towards our mutual goal of 'zero accidents,'" Peña said.

- more -

The first of these rules, the commuter rule requires commuter airlines to meet the same operational, equipment and performance safety standards as major carriers. It requires all commuters that operate aircraft with 10 to 30 seats to meet the same or equivalent safety standards as the major air carriers. Prior to this rule, there was one set of rules for airplanes with 31 or more seats and another for 10 to 30-seat commuters. The new rule puts commuter carriers under the same safety rules as the large carriers.

The rule is expected to cost commuter airlines $75 million over 15 years. This is equivalent to just 30 cents per passenger on 20 to 30 seat aircraft and 62 cents per passenger on airplanes with 10 to 19 seats.

The new commuter rule addresses current FAA forecasts that show that the number of passengers will increase to 40 million in 10 years. In the last two decades, small commercial aircraft flight hours have climbed from 900,000 to more than 2.3 million today.

A major focus of the commuter rule is a new requirement for all commercial operators to appoint a safety officer, improve their ground deicing programs, upgrade operations and air-crew manuals, implement a carry-on-baggage program, and introduce a proper dispatch system. It also requires duty limits for aircraft maintenance workers and additional passenger safety equipment such as medical kits and fire protection devices.

Under current rules, persons 60 years old and older are prohibited from serving as a pilot on large commercial airplanes. Today's rulemaking package includes requirements that standardize this limit for all scheduled commercial aircraft with 10 seats or more. To allow both the newly-affected companies and their pilots to make the transition to the age 60 requirement, the rules provides a four-year implementation period. The transition period is an appropriate adjustment time in view of the fact that the affected commuter pilots will be required to meet the same physical requirements as Part 121 pilots, which includes semi-annual physicals for captains and annual physicals for second-in-command pilots.

The Commuter Rule also prescribes standards for airplane performance during takeoff, climb, enroute and landing operations. These standards are predominately based on the size of the airplane, its intended use, and airport used. For example, an airplane requires a certain runway length to take off dependent on its size, weight, altitude of the airport, and temperature conditions. A 200-seat jet airplane could not operate safely from a 2,000 foot runway at a small airport.

Since all airplanes, old and new, are required to meet performance standards, the commuter rule upgrades these standards for the older 10 to 19 seat airplanes. To address the inherent differences in standards, the FAA took a "common sense" approach, based on the overall safety impacts of the rule in its entirety and decided that significant net safety objectives could be met without requiring some of the proposed performance requirements.

An integral part of the Commuter Safety Initiative is a second, final rule issued today that increases training requirements for all pilots. The Air Carrier Training Rule complements the commuter rule by requiring flight crewmembers of scheduled passenger operations involving aircraft with 10 or more seats to receive the same training and qualifications as crewmembers of the larger air carriers. This new rule incorporates the FAA's efforts to address human factor issues by incorporating the latest thinking in crew resource management.

The third component of the safety initiatives unveiled today is a proposed Flight/Duty/Rest rule. The new initiative seeks to incorporate research findings concerning flight crewmember fatigue into a common set of regulations for all types of operations. The proposed rule reduces the number of duty hours (the time a flight crewmember is on the job available to fly) from the current 16 hour limit to 14 hours for two-pilot crews. It also restricts actual flight hours to a maximum of 10 hours during a crewmember's duty time.

"The Commuter Safety Initiative will be recognized as a bold move in commercial aviation safety," Hinson said. "Safety is the fundamental thread running through everything FAA does, and this new comprehensive package of rules underscores that commitment. I am particularly proud of those in the agency who contributed to this monumental effort. It is truly remarkable that exactly one year after Secretary Peña announced this initiative, we are issuing a final rule."

###

An electronic version of this document can be obtained via the World Wide Web at: http://www.dot.gov/affairs/index.htm

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
December 14, 1995

Contact: Curtis Austin
Tele: (202) 267-3479

FACT SHEET
AIR CARRIER TRAINING RULE

The Air Carrier Training Rule will increase training requirements for all pilots of scheduled passenger operations of airplanes with 10 seats or more. This will ensure training programs make use of the latest advances in technology and emphasize communication and coordination among all crew members.

The new rule complements the Commuter Rule by requiring flight crewmembers of scheduled passenger operations involving aircraft with 10 or more seats to receive training and qualifications comparable to crewmembers of the larger air carriers.

The new rule mandates Crew Resource Management (CRM) training for both crew members and flight dispatchers for major air carriers and scheduled passenger operators of aircraft with 10 or more seats. Under CRM, all members of the crew -- from the captain to the flight attendant and dispatchers-- are trained to share information that may be useful in making decisions. Prior to this new rule, training regulations did not incorporate recent knowledge about the importance of utilizing the entire crews' and dispatchers' skills in communications, decision-making, leadership and management when making decisions.

The new rule also allows scheduled operators using aircraft with 10 seats or more to take advantage of sophisticated aircraft simulator training technologies that in the past were essentially available only to pilots of major air carriers.

Through the use of the simulators, pilots can practice emergency operations that would be too dangerous to attempt in an actual airplane, such as flying through windshear. Training in instrument approach and landing procedures during poor visibility conditions also are among the procedures such pilots will be able to practice using simulators.

-- more --

Some facets of Crew Resource Management training will also be conducted using the simulator. In the past, when simulator training was allowed, pilots only trained individually, rather than as a part of a full flight crew. Under the new rule, in addition to individual training, flight crew members of Part 121 from the major air carriers to flight crews for scheduled passenger operations using aircraft with 10 or more seats, will train together as crews using CRM training.

The cost of training under the new rule is estimated to be approximately $253 million over the next decade. However, the benefits, derived from accident avoidance as a result of implementing this rule is projected to be approximately $579 million over the same period.

###

An electronic version of this fact sheet can be obtained via the World Wide Webb at: http://www.dot.gov/affairs/index.htm

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
December 14, 1995

Contact: Curtis Austin
Tele.: (202) 267-3479

FACT SHEET
COMMUTER RULE

The final Commuter Rule is the centerpiece of the most comprehensive set of rulemakings ever written by the Federal Aviation Administration (FAA). The new commuter rule addresses current FAA forecasts that show that the number of commuter air passengers will increase to 40 million in 10. In the last two decades, small commercial aircraft flight hours have climbed from 900,000 to more than 2.3 million today. The Commuter Rule provides the tools needed to meet the vast growth in this important segment of air travel. Listed below are highlights of the new rule.

- Under the final Commuter Rule, all scheduled airline passenger operations with airplanes having 10 seats or more will be operated under the same safety rules that now apply to larger airplanes.

- The new rule requires certificated dispatchers and a dispatch system, a safety officer, a ground deicing program, operations and flight attendant manuals, a carry-on baggage program, and virtually all other Part 121 operational requirements. When regulations between large and small aircraft could not be made uniform due to inherent operational, equipment and performance differences, a common sense approach was used to achieve an equivalent standard of safety. For example, it doesn't make sense to require floor lighting on a small airplane when every seat is a few feet from an exit.

- There are approximately 300 airplanes in the 20-30 passenger seat category. In the 10-19 passenger seat category, there are approximately 800 airplanes.

- Newly type certificated airplanes will be required to meet all of the new higher standards.(Transport Category, Part 25.) A small number of existing, older 10 to 19 seat aircraft will have a 15 year phase-in to meet certain performance requirements.

- The "Age 60" Rule is part of the Commuter Rule. The FAA has decided to retain the requirement that Part 121 pilots will not be allowed to continue their duties beyond the age of 60. This means that the age 60 requirement will also extend to commuter carriers which are now subject to the larger air carrier safety rules. Based on scientific evidence, due to the aging process, at some point all persons become unable to safely serve as pilots. Some of these processes are predictable and measurable, but many are not. In 1960, the age of 60 was chosen to be the mandatory retirement age because that was the age at which the FAA could not be satisfied that most pilots would be free from unknown, significant deficits. To prevent undue hardship on commuter pilots and carriers, the "Age 60" Rule will be phased in over a four-year period. For additional information, see the fact sheet on the Age 60 Rule.

- The final "commuter rule" and air carrier tranining rule issued today will be implemented as soon as the FAA recertifies former commuter carriers as Part 121 carriers, a process that takes 15 months. Using a "common sense" approach, some provisions will be phased in over a longer period of time.

- Operators will be required to submit a plan to the FAA within 90 days after the Commuter Rule is published in the Federal Register to show how they will comply with the new regulations.

- The Air Carrier Training Rule is an integral part of this coordinated initiative since it addresses training requirements. For additional information, see the Fact Sheet on the Air Carrier Training Rule.

- Another key element of the actions taken today is a proposal on flight, duty and rest requirements to a separate rulemaking on this subject. The Flight/Rest/Duty Notice of Proposed Rulemaking (NPRM), along with the Air Carrier Training Rule, and the Age 60 Rule, will be entered into the Federal Register the same day as the Commuter Rule -- December 14, 1995. For additional information see the fact sheet on Flight/Duty/Rest.

- The cost of the new "commuter rule" is estimated to be approximately $75 million. This is equivalent to just 62 cents per passenger for 10-19 seat aircraft, and 30 cents per passenger for 20-30 aircraft.

###

An electronic version of this document can be obtained via the World Wide Web at: http://www.dot.gov/affairs/index.htm

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
December 14, 1995

Contact: Curtis Austin
Tele.: (202) 267-3479

FACT SHEET
FLIGHT/DUTY/REST
NOTICE OF PROPOSED RULEMAKING (NPRM)

The proposed Flight/Duty/Rest Rule is an integral component of the Commuter Safety Initiative. The new proposed rule seeks to incorporate research findings concerning flight crewmember fatigue into a common set of regulations for all types of operations, in keeping with the goal of "one level of safety." Listed below are highlights of the proposal:

- NASA and the DLR-Institute of Aerospace Medicine in Germany conducted scientific research on fatigue. Based on that research, the new proposed rule will reduce the number of duty hours (the time a flight crewmember is on the job available to fly) from the current 16 hours to 14 hours for two-pilot crews. It will allow up to 10 flight hours in the 14 duty hours. Current rules allow up to 16 hours continuous duty time.

- Additional duty hours would be permitted only for unexpected operational problems, such as flight delays. In no event could such delays add more than two hours to the pilot's duty day.

- Under the proposed new rule, airlines could no longer schedule pilots in advance in a manner that exceeds the duty-time, as may occur now under the existing rules.

- To ensure that pilots have an adequate opportunity for rest, off-duty time will be increased from eight hours to ten hours under the proposed rule.

- Pilots would have to be given at least one 36-hour off-duty period every seven days. Current rules call for a 24-hour period.

###

An electronic version of this fact sheet can be obtained via the World Wide Web at: http://www.dot.gov/affairs/index.htm

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
December 14, 1995

Contact: Curtis Austin
Tele.: (202) 267-3479

FACT SHEET
Age 60 Rule

The Age 60 Rule component in the Commuter Rule represents another step forward in the Federal Aviation Administration's (FAA) philosophy of "one level of safety." In the past, only pilots of large aircraft were prohibited for safety reasons from flying after their 60th birthday. The new rule -- which becomes final today -- extends the same safety standards to all scheduled passenger operations involving aircraft with 10 or more seats.

As people age, there is frequently a progressive deterioration of a variety of physiological functions, including cardiovascular, cognitive, vision, hearing, and an increase in the risks of various incapacitating diseases. Often these changes are subtle and hard to detect. The age of 60 was chosen and implemented in 1960 as the age after which the FAA should not rely on the continued good health and risk-free functioning of most pilots operating scheduled passenger airplanes.

The improved safety standards for commuter air carriers -- including the age 60 limit -- are adopted today and carriers will generally have to meet those standards within 15 months. In order to minimize problems for affected pilots and air carriers, however, the rule takes what the FAA believes is a "common sense" approach: Current pilots over the age of 60 will be given four years of continued eligibility. Currently there are approximately 8,000 pilots who will transition from the "commuter category" to the higher standards found in Part 121. Of those, approximately 200 -- or 2.5 percent -- are now over 60 years of age.

The transition period is an appropriate adjustment time in view of the fact that the affected commuter pilots will be required to meet the same physical requirements as Part 121 pilots, which includes semi-annual physicals of captains and annual physicals for second-in-command pilots.

-- More --

The FAA based its decision on the lack of scientific consensus on whether there is a basis for changing the age 60 limit. Without scientific agreement, that age limit cannot be changed. Further, on Sept. 29 and 30, 1993, the FAA held public meetings to solicit comments from the public on whether the agency should initiate rulemaking to change the Age 60 Rule. The comment period closed Oct. 15, 1993. The majority of commentors on this subject favored maintaining the age limit.

The FAA also has received many individual petitions for exemption from the Age 60 Rule, on which the FAA had postponed action. Now that the FAA has determined that there is not sufficient evidence to show that increasing the age limit would not have a negative effect on safety, the FAA is now announcing that it will deny these petitions.

###

An electronic version of this release can be obtained via the World Wide Web at: ht.//www.dot.gov/affairs/index.htm

ONE LEVEL OF SAFETY

COMMUTER SAFETY RULE HIGHLIGHTS

EQUIPMENT & AIRCRAFT CERTIFICATION & PERFORMANCE

- New type certifications meet Part 25
- Passenger Seat Cushion Flammability
- Lavatory Fire Protection
- Exterior Emergency Exit Markings
- Pitot Heat Indication System
- Landing Gear Aural Warning
- Takeoff Warning System
- Emergency Exit Handle Illumination
- First Aid Kits
- Emergency Medical Kits
- Wing Ice Light
- Fasten Seat Belt Light and Placards
- Third Attitude Indicator
- Airborne Weather Radar
- Protective Breathing Equipment
- Safety Belts and Shoulder Harnesses, Single point Inertial harness
- Cabin Ozone Concentration
- Retention of Galley Equipment
- Ditching approval
- Flotation means
- Door Key and Locking Door
- Portable Oxygen
- Additional life rafts
- First Aid Oxygen
- Latex gloves
- Passenger information cards
- Flashlights-additional for flight attendant and pilot
- Flashlight holder for flight attendant
- DME
- Performance
  - Obstruction clearance
  - Accelerate-stop requirements
  - Enroute
- Single engine cruise performance data
- And much more

PART 119

- Management Positions
- Safety Officer
- Carrier Certification Requirements
- Wet Leasing
- Operation Specifications
- New Definitions
- And much more

OPERATIONS

- New Air Carrier Training Rule
- Dispatch Requirements
- Certificated Dispatchers
- Enroute Communications
- Records & Reports
- New Flight & Duty NPRM
- Age 60
- Manuals
- Procedures
- And much more

AVERAGE COST PER PASSENGER TICKET*

=

* *Average ticket price increase over 15 years. Ticket cost will vary by carrier and year.*

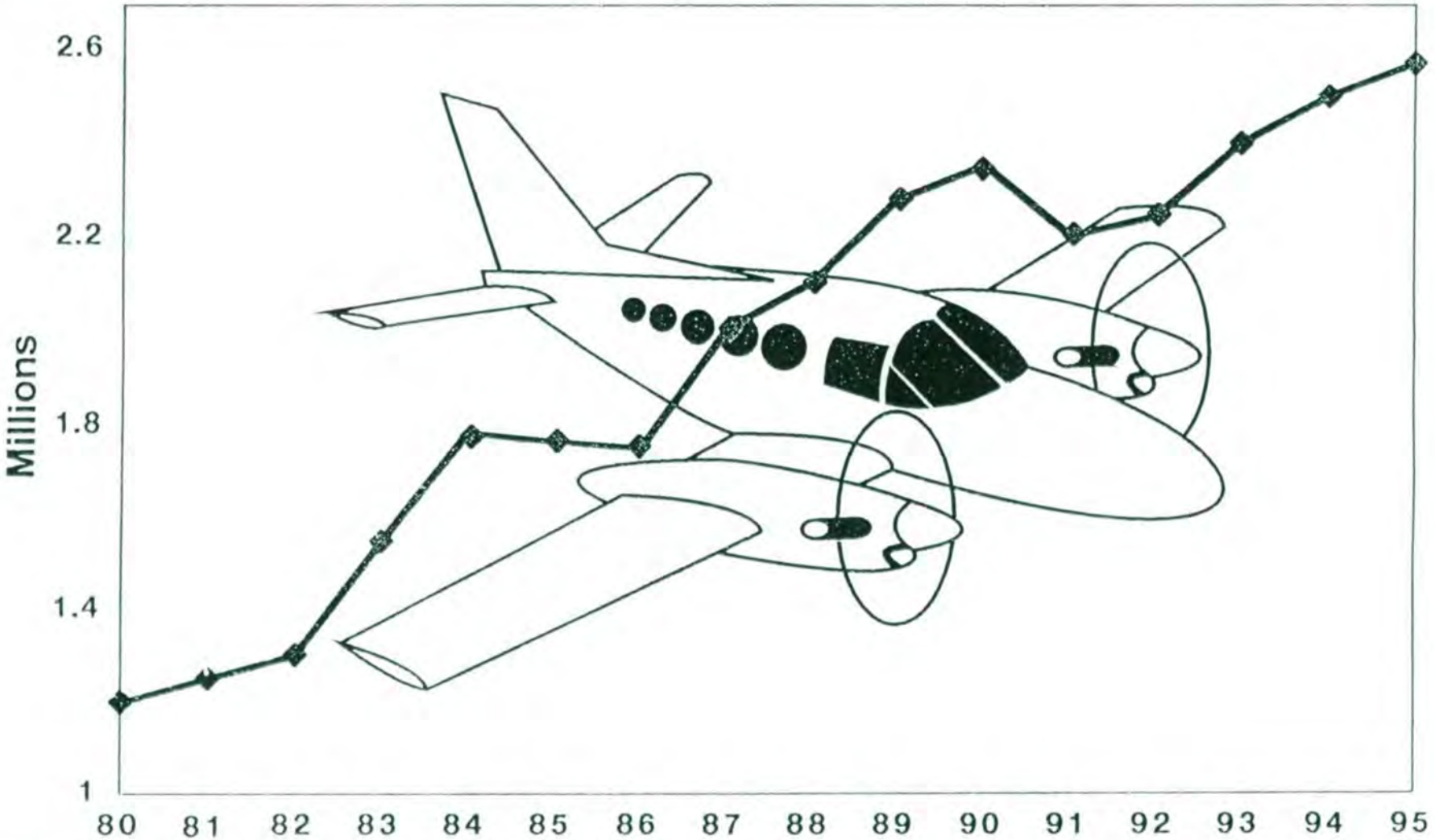
207995.CV

ONE LEVEL OF SAFETY:
Flight/Duty/Rest Requirements

SITUATION	*OLD RULE*	*NPRM*
REST PERIODS	Eight-hour reduced rest periods permitted	Ten-hours required, except in limited situations
DUTY DAY (TWO PILOT CREW)	Sixteen hours	Fourteen hours
EXTENDED DUTY DAYS	No limit for delays "beyond the air carrier's control"	Permitted due to operational delays, but no more than 2 hours
RESERVE DUTIES	Not defined, no rest provided	Two alternatives: 1. Minimum 6-hour protected time, each 24-hour reserve period; **OR** 2. Duty time limited based on the amount of prior notification
FERRY FLIGHTS/ POSITIONING FLIGHTS	Did not count towards duty day or flight time limitations	Counts towards both duty day and flight time limitations

211195.cv

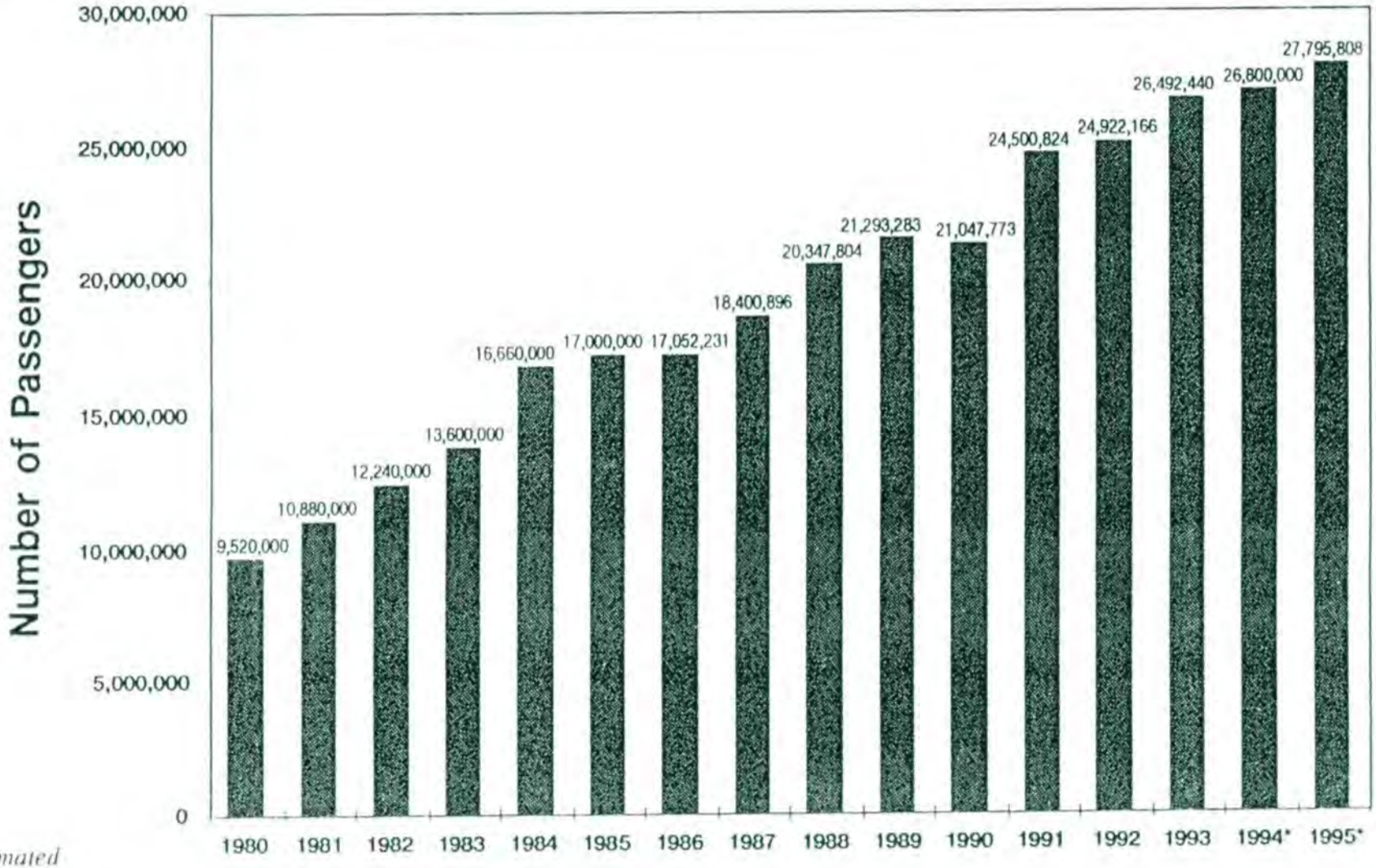
COMMUTER HOURS FLOWN, 1980 - 1995



* *1995 is estimated*

208095 . CV

COMMUTER PASSENGERS



* estimated

210895.CV

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
December 14, 1995

Contact: Curtis Austin
Tele.: (202) 267-3479

FACT SHEET
COMMUTER RULE

The final Commuter Rule is the centerpiece of the most comprehensive set of rulemakings ever written by the Federal Aviation Administration (FAA). The new commuter rule addresses current FAA forecasts that show that the number of commuter air passengers will increase to 40 million in 10. In the last two decades, small commercial aircraft flight hours have climbed from 900,000 to more than 2.3 million today. The Commuter Rule provides the tools needed to meet the vast growth in this important segment of air travel. Listed below are highlights of the new rule.

- Under the final Commuter Rule, all scheduled airline passenger operations with airplanes having 10 seats or more will be operated under the same safety rules that now apply to larger airplanes.

- The new rule requires certificated dispatchers and a dispatch system, a safety officer, a ground deicing program, operations and flight attendant manuals, a carry-on baggage program, and virtually all other Part 121 operational requirements. When regulations between large and small aircraft could not be made uniform due to inherent operational, equipment and performance differences, a common sense approach was used to achieve an equivalent standard of safety. For example, it doesn't make sense to require floor lighting on a small airplane when every seat is a few feet from an exit.

- There are approximately 300 airplanes in the 20-30 passenger seat category. In the 10-19 passenger seat category, there are approximately 800 airplanes.

- Newly type certificated airplanes will be required to meet all of the new higher standards.(Transport Category, Part 25.) A small number of existing, older 10 to 19 seat aircraft will have a 15 year phase-in to meet certain performance requirements.

- The "Age 60" Rule is part of the Commuter Rule. The FAA has decided to retain the requirement that Part 121 pilots will not be allowed to continue their duties beyond the age of 60. This means that the age 60 requirement will also extend to commuter carriers which are now subject to the larger air carrier safety rules. Based on scientific evidence, due to the aging process, at some point all persons become unable to safely serve as pilots. Some of these processes are predictable and measurable, but many are not. In 1960, the age of 60 was chosen to be the mandatory retirement age because that was the age at which the FAA could not be satisfied that most pilots would be free from unknown, significant deficits. To prevent undue hardship on commuter pilots and carriers, the "Age 60" Rule will be phased in over a four-year period. For additional information, see the fact sheet on the Age 60 Rule.

- The final "commuter rule" and air carrier tranining rule issued today will be implemented as soon as the FAA recertifies former commuter carriers as Part 121 carriers, a process that takes 15 months. Using a "common sense" approach, some provisions will be phased in over a longer period of time.

- Operators will be required to submit a plan to the FAA within 90 days after the Commuter Rule is published in the Federal Register to show how they will comply with the new regulations.

- In a typical example of the common sense approach, while the new rule still doesn't require a flight attendant for 20-30 passenger seat airplanes, it does not require flight attendants for 10-19 passenger seat aircraft, based on the size of the airplane.

- The Air Carrier Training Rule is an integral part of this coordinated initiative since it addresses training requirements. For additional information, see the Fact Sheet on the Air Carrier Training Rule.

- Another key element of the actions taken today is a proposal on flight, duty and rest requirements to a separate rulemaking on this subject. The Flight/Rest/Duty Notice of Proposed Rulemaking (NPRM), along with the Air Carrier Training Rule, and the Age 60 Rule, will be entered into the Federal Register the same day as the Commuter Rule -- December 14, 1995. For additional information see the fact sheet on Flight/Duty/Rest.

- The cost of the new "commuter rule" is estimated to be approximately $75 million. This is equivalent to just 62 cents per passenger for 10-19 seat aircraft, and 30 cents per passenger for 20-30 aircraft.

###

An electronic version of this document can be obtained via the World Wide Web at: http://www.dot.gov/affairs/index.htm

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
December 14, 1995

Contact: Curtis Austin
Tele: (202) 267-3479

FACT SHEET
AIR CARRIER TRAINING RULE

The Air Carrier Training Rule will increase training requirements for all pilots of scheduled passenger operations of airplanes with 10 seats or more. This will ensure training programs make use of the latest advances in technology and emphasize communication and coordination among all crew members.

The new rule complements the Commuter Rule by requiring flight crewmembers of scheduled passenger operations involving aircraft with 10 or more seats to receive training and qualifications comparable to crewmembers of the larger air carriers.

The new rule mandates Crew Resource Management (CRM) training for both crew members and flight dispatchers for major air carriers and scheduled passenger operators of aircraft with 10 or more seats. Under CRM, all members of the crew -- from the captain to the flight attendant and dispatchers-- are trained to share information that may be useful in making decisions. Prior to this new rule, training regulations did not incorporate recent knowledge about the importance of utilizing the entire crews' and dispatchers' skills in communications, decision-making, leadership and management when making decisions.

The new rule also allows scheduled operators using aircraft with 10 seats or more to take advantage of sophisticated aircraft simulator training technologies that in the past were essentially available only to pilots of major air carriers.

Through the use of the simulators, pilots can practice emergency operations that would be too dangerous to attempt in an actual airplane, such as flying through windshear. Training in instrument approach and landing procedures during poor visibility conditions also are among the procedures such pilots will be able to practice using simulators.

-- more --

Some facets of Crew Resource Management training will also be conducted using the simulator. In the past, when simulator training was allowed, pilots only trained individually, rather than as a part of a full flight crew. Under the new rule, in addition to individual training, flight crew members of Part 121 from the major air carriers to flight crews for scheduled passenger operations using aircraft with 10 or more seats, will train together as crews using CRM training.

The cost of training under the new rule is estimated to be approximately $253 million over the next decade. However, the benefits, derived from accident avoidance as a result of implementing this rule is projected to be approximately $579 million over the same period.

###

An electronic version of this fact sheet can be obtained via the World Wide Webb at: http://www.dot.gov/affairs/index.htm

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
December 14, 1995

Contact: Curtis Austin
Tele.: (202) 267-3479

FACT SHEET
FLIGHT/DUTY/REST
NOTICE OF PROPOSED RULEMAKING (NPRM)

The proposed Flight/Duty/Rest Rule is an integral component of the Commuter Safety Initiative. The new proposed rule seeks to incorporate research findings concerning flight crewmember fatigue into a common set of regulations for all types of operations, in keeping with the goal of "one level of safety." Listed below are highlights of the proposal:

- NASA and the DLR-Institute of Aerospace Medicine in Germany conducted scientific research on fatigue. Based on that research, the new proposed rule will reduce the number of duty hours (the time a flight crewmember is on the job available to fly) from the current 16 hours to 14 hours for two-pilot crews. It will allow up to 10 flight hours in the 14 duty hours. Current rules allow up to 16 hours continuous duty time.

- Additional duty hours would be permitted only for unexpected operational problems, such as flight delays. In no event could such delays add more than two hours to the pilot's duty day.

- Under the proposed new rule, airlines could no longer schedule pilots in advance in a manner that exceeds the duty-time, as may occur now under the existing rules.

- To ensure that pilots have an adequate opportunity for rest, off-duty time will be increased from eight hours to ten hours under the proposed rule.

- Pilots would have to be given at least one 36-hour off-duty period every seven days. Current rules call for a 24-hour period.

###

An electronic version of this fact sheet can be obtained via the World Wide Web at: http://www.dot.gov/affairs/index.htm

COMMUTER RULE GLOSSARY

CARRIER CERTIFICATION:

Air Carrier and commercial operator-- An operator or company certificated under Part 121 or Part 135 to provide air transportation of passengers and/or cargo

Air carrier certificate and operation specifications--
Certificate and documents that describe the conditions, authorizations and limitations under which a Part 121 or Part 135 air carrier operates.

Part 121-- Regulations that govern air carrier and commercial operations in multiengine airplanes with more than 30 seats or 7,500 pound payload

Types of Part 121 operations (authorized by operations specifications)--

Domestic-- Scheduled passenger service, generally within the United States.

Flag-- Scheduled passenger service in international operations

Supplemental--All cargo and charter operations

Part 135-- Regulations that govern air carrier operation in airplanes with 30 or less seats and 7,500 pound payload or less and all rotorcraft-includes both single and multiengine aircraft

Types of Part 135 operations (authorized by operations specifications)--

Commuter--scheduled passenger service

Air taxi (on demand air taxi)--all cargo and charter operations

Split Certificate -- Refers to a carrier who operates aircraft under both Parts 121 and 135, dependant on aircraft size, type and seating capacity.

Regional Air Carrier -- An industry term which refers to short haul scheduled service to small and mid-sized communities using turboprop and small turbojet airplanes operating under Part 121 and Part 135.

OTHER CREWMEMBERS:

Flight Attendants: Part 121: required if more than 9 passengers
Part 135: required if more than 19 passengers
Must complete carrier's training and qualification program
Competency check

Flight Engineer: Third crewmember position in cockpit/ required by type certification of airplane

DISPATCHERS:

Required for Part 121 domestic and flag operations
Provides joint authority with pilot in command for release of a flight/ provides operational control of each flight
Certificated dispatcher must also complete carrier's training and qualification program (training, competency check, IOE)

PROPOSED (COMMUTER RULE): Exception for flight attendant on 10-19 seat commuter airplanes due to small size of airplane. Proposal requires dispatchers for affected commuters.

AIRCRAFT CERTIFICATION:

Engine type:

Turbojet-- Jet engine. Designed for greatest efficiencies at high altitude and long routes

Turboprop-- Jet engine with propeller. Propeller provides greater efficiency at lower altitudes. Turboprop airplanes generally used for short to mid range routes

Turbine-- Jet engine. May be turbojet or turboprop

Reciprocating engine--piston engine powered. Includes single and multiengine airplanes. Generally small airplanes (under 12,500 pounds) or older large airplanes

Aircraft certification basis:

Transport category: Part 25--Most turbojets. Turboprops in 20 or greater passenger seat range

Non transport category:

Commuter Category: Latest non transport certification basis Includes airplanes such as BE-1900D, Jetstream 4100 (10-19 seat range)

SFAR 41: Airplanes over 12,500 # Includes airplanes such as BE-1900C, Fairchild Metro III, Jetstream 3100 (10-19 seat range)

Part 23 with special conditions, Part 135 Appendix A, Part 23: Predecessor categories. Airplanes in commuter service include Twin Otter, Beech 99, Beech 200, Early Metro, Embraer-110 (10-19 seat range)

Part 23: Current certification basis for small airplanes

CAR: Predecessor standards to FARs. Generally reciprocating powered airplanes

PROPOSED (COMMUTER RULE): Commuters with 10 or more passenger seats will be operated under Part 121, with limited exceptions. Provides new Part 119 which contains revised definitions and carrier certification requirements.

PILOT CERTIFICATION:

Conditions where two pilots required:

Part 121
Part 135 if airplane has 10 or more passenger seats or if conduct Instrument Flight Rules (IFR) operations (exception for use of autopilot if less than 10 passenger seats)
Turbojets
Large airplanes (More than 12,500 pounds)
Required by type certification

Pilot certificate requirements: (for Part 121 and 135-turbojet, 10+ seat airplane, or multiengine commuter)

Pilot in command (PIC): Airline transport pilot certificate.
Type rating (required for each type large or turbojet airplane)
Second in command (SIC): Commercial pilot certificate
Instrument rating

Part 121 and Part 135 pilot qualification requirements:

In addition to certificate requirements:

Training program	Checks:	
	Part 121	Part 135
PIC:	6 months IFR proficiency	6 months IFR proficiency
	12 months line check	12 months line check
	Initial operating experience (IOE)	12 months competency check each airplane type IOE
SIC:	12 months proficiency	12 months competency
	IOE	

IOE: Initial operating experience. Enroute check after completion of qualification program

PROPOSED (AIR CARRIER TRAINING RULE): Commuters with airplanes of 10 or more seats will train and qualify crewmembers under the provisions of Part 121. Facilitates use of simulator technology. Mandates CREW RESOURCE

MANAGEMENT training for pilots, flight attendants, and dispatchers. CRM is a new requirement for Part 121.

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, December 20, 1995

APA 185-95
Contact: Alison Duquette
Tel.: (202) 267-8521

FAA CLEARS SANTA FOR TAKEOFF

Santa Claus has been given a "thumbs up" by the Federal Aviation Administration (FAA) to begin his annual trek around the world on Christmas Eve. After a special annual inspection, the FAA certificated Santa's sleigh, reindeer and other equipment as being in peak working order.

Members of the FAA team also has Santa perform a check ride to evaluate his skill in handling the sleigh and reindeer when making tricky rooftop maneuvers. A special exemption allows Santa to fly below the regulated 1,000 feet minimum across the United States.

Santa holds current medical and pilot's certificates. A firm believer in "one level of safety," Santa has nothing but state-of-the-art equipment, including the latest in deicing gear. Even though Saint Nick is instrument-rated, Rudolph's nose was tested for visibility in heavy fog. His sleigh, tail number N-H0H0, does have a GPS receiver.

"I don't envy Santa," said Federal Aviation Administrator David R. Hinson. "He has a lot of airspace to cover in a very short time frame. The FAA is making every effort to ensure Santa makes his rounds safely and securely. All the stops have been pulled out to ease his extremely difficult and lengthy trip around the globe."

Santa has already filed his flight plan. The FAA, with other nations and air traffic controllers around the world, will be keeping a watchful eye--as they do with all aircraft--as he makes his rounds. Mrs. Claus is confident that Santa's journey will run safely and on time.

"The FAA does everything possible to make sure Santa and all the public have the safest skies," said Hinson. "We are very pleased to note that Santa always chooses to fly."

# # #

An electronic version of this release can be obtained via the World Wide Web at:
http://www.dot.gov/affairs/index.htm

FAA FLIGHT PLAN

1. Type		2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE/ SPECIAL EQUIPMENT	4. TRUE AIRSPEED	5. DEPARTURE POINT	6. DEPARTURE TIME		7. CRUISING ALTITUDE
						PROPOSED (Z)	ACTUAL (Z)	
X	VFR	Santa 1/H	Sleigh	350 KTS.	North Pole	When kids are asleep	When all eyes are closed	Rooftop height
	IFR							
	DVFR							

8. ROUTE OF FLIGHT

Round the world trip; will visit homes of good little boys and girls.

9. DESTINATION (Name of airport and city)	10. EST. TIME ENROUTE		11. REMARKS
	HOURS	MINUTES	
Your neighborhood	31		Reindeer equipped with woolen neck warmers; one reindeer with lighted nose-color red.

12. FUEL ON BOARD	13. ALTERNATE AIRPORT(S)	14. PILOTS NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE	15. NUMBER ABOARD
oats, carrots, hay	N/A	S. Claus, North Pole, 1-800-555-HOHO	1
		17. DESTINATION CONTACT/TELEPHONE (OPTIONAL) Mrs. S. Claus	

16. COLOR OF AIRCRAFT	CIVIL AIRCRAFT PILOTS. FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed $1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.
Red w/ white and green trim	

FAA Form 7233-1 (8-82)

CLOSE VFR FLIGHT PLAN WITH North Pole FSS ON ARRIVAL

212895.CV

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Monday, December 18, 1995

APA-186-95
Contact: Marcia Adams
Tel.: (202) 267-3488

MEDIA ADVISORY

FAA TO HOLD END-OF-YEAR MEDIA BRIEFING ON DECEMBER 20

The Federal Aviation Administration (FAA) is holding its end-of-year media briefing on Wednesday, December 20, at 11 a.m., in conference room 9ABC, FAA Headquarters, 800 Independence Ave., SW, Washington, DC.

Speakers at the event include Secretary of Transportation Federico Peña, FAA Administrator David R. Hinson, Deputy Administrator Linda Hall Daschle, and Associate Administrator for Commercial Space Frank Weaver.

All media are invited, but because of the informal nature of the briefing, no cameras please.

Please contact Marcia Adams if you plan on attending.

##

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, December 20, 1995

APA 187-95
Contact: Kay Templeton Garvey
(202) 267-3883

MEDIA ADVISORY

WHO: Santa Claus; FAA Deputy Administrator Linda Hall Daschle; and FAA Air Traffic Control Systems Command Center Manager Jack Kies

WHAT: Photo opportunity: Santa Claus discussing Christmas Eve mission with FAA deputy administrator and air traffic control officials
Santa's blip on the radar screen as he flies through the different time zones

WHEN: December 22, 1995
9 - 11 am

WHERE: FAA Air Traffic Control Systems Command Center
13600 EDS Drive, Suite 100
Herndon, VA 22071

HOW: Call (202) 267-3883 for details and directions to the site.

WHY: Because it's Christmas and Santa knows flying is the safest way to travel.

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Thursday, December 21, 1995

APA 187-95
Contact: Kay Templeton Garvey
(202) 267-3883

MEDIA ADVISORY

CANCELLED

WHAT: FAA holiday media event

WHERE: FAA Air Traffic Control Systems Command Center
Herndon, VA

WHEN: December 22, 1995
9-11 am

CANCELLED

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, December 20, 1995

APA 188-95
Contact: Curtis Austin
Tele.: (202) 267-3479

UNITED STATES AND UNITED KINGDOM SIGN BILATERAL AVIATION SAFETY AGREEMENT

Taking a significant step toward greater aviation cooperation, U.S. Ambassador William J. Crowe, Jr., and The Viscount Goschen, United Kingdom (U.K.) Minister of State for Aviation and Shipping, signed a bilateral aviation safety agreement (BASA) this afternoon in London.

It is the second agreement of its type--the first was signed with the Netherlands in September--that is designed to promote the highest standards of aviation safety by increasing cooperation in such safety regulatory areas as aircraft certification, approval and monitoring of maintenance facilities, and flight simulator evaluations. The agreement continues a close partnership between the United States and the United Kingdom, improves efficiency and expands each nation's ability to respond to changes in the international aviation industry.

"The British commitment to closer cooperation in aviation safety is key to our international efforts to promote high levels of safety," Federal Aviation Administration (FAA) Administrator David R. Hinson said. "I look forward to building similar relationships with other partners in the Joint Aviation Authorities and elsewhere in the world."

The BASA may cover activities related to the approval and monitoring of airmen, aviation training establishments, and flight operations.

FAA and U.K. Civil Aviation Authority staff are currently working on the technical implementation procedures that will outline in detail the cooperative processes under the agreement. Diplomats today signed the BASA executive agreement. The technical appendices will be signed by heads of civil aviation authorities.

###

An electronic version of this release can be obtained via the World Wide Web at:
http://www.dot.gov/affairs/index.htm

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, December 20, 1995

APA 189-95
Contact: Daine Spitaliere
Tel.: (202) 267-8521

FAA REPORTS 1995 AVIATION ACHIEVEMENTS AND CALLS FOR ADDITIONAL REFORMS

Secretary of Transportation Federico Peña, Federal Aviation Administration (FAA) Administrator David R. Hinson and FAA Deputy Administrator Linda Hall Daschle today presented a comprehensive year-end list of aviation accomplishments, but cautioned that the FAA's ability to match its responsibilities for safety and efficiency with the growth of air transportation may be jeopardized unless Congress passes comprehensive financing reform legislation in 1996.

FAA Reform

"To keep pace with the dynamic growth of U.S. aviation while ensuring safe and efficient air travel, the FAA has fought hard for fundamental change in three critical areas: financing, personnel and procurement," Peña said. Fortunately, the President's signing of the appropriation bill enables us to adopt substantial reforms in personnel and procurement. But a one-year appropriation can't provide what the FAA needs most: a permanent and predictable source of revenue that will grow along with the agency's increasing workload."

By 2002, the number of passengers traveling on U.S. airlines is expected to increase 35 percent — from approximately 500 million to more than 800 million annually — with an 18 percent increase in commercial operations. Under the Congressional Budget Resolution, however, the FAA's budget in 2002 would be 14 percent less than it was in 1995.

Peña said only legislation introduced by Senators McCain, Ford and Hollings, S. 1239, adequately addresses financial reform of the FAA.

- more -

The bill proposes to provide the financial resources necessary for the FAA to plan and carry out long-term strategies, by asking more users to pay a fair share for services they receive. Those services would include air traffic control, training, licensing, regulatory proceedings, and certification. The bill also would charge foreign airlines that fly over the United States for their use of U.S. air traffic services, which they currently receive at no cost.

If Congress fails to pass S. 1239 and the FAA is asked to manage the kind of cuts Congress is proposing, Daschle said, the American people will pay a high price for air transportation that is less efficient and more expensive.

"At the FAA, we have demonstrated our ability and our willingness to do more with less," Daschle said. "Today, the question is ***how much more***, with ***how much less***? It's like telling a family that its income is going to decline steadily over the next seven years, just as they're getting the news that their youngest child needs braces, they're oldest has been accepted to Harvard, they need new plumbing for the house and a new engine for the family car. That's exactly the kind of challenge we face."

Promoting a Strong Airline Industry and Open Market

Since 1992, the Department of Transportation has certificated 19 new U.S. jet airlines that are providing service today -- 10 scheduled passenger airlines and nine charter or all-cargo airlines. The Department has also intervened to stop predatory pricing practices against these new-entrant airlines that threatened to drive them out of business. In 1995, Secretary Peña released the first international aviation transportation policy statement since 1978, which was premised on the Department's "vision" of a global airline industry.

For the first nine months of 1995, the 11 major airlines as a group reported combined operating profits of $4.96 billion and net income of $2.14 billion. This was an improvement of $2.47 billion in operating results and $1.7 billion in net results over the first nine months of 1994.

Enhancing Safety

In outlining the FAA's 1995 accomplishments, Hinson said that the agency made unparalleled strides to enhance safety and modernize the air traffic control system over the past year.

"This has been an excellent year for aviation, and a year of unprecedented cooperation, coordination, and sharing of resources among all segments of the aviation community: government, industry, labor and academia," Hinson said.

Hinson said one of the most significant achievements of the past year was a "permanent and fundamental change in the way we think about safety." Working together, government, industry and labor were able to establish "zero accidents" as a safety standard that is the "personal responsibility of every person who flies, builds, regulates or repairs aircraft. It's a standard we know we have to achieve and maintain on every flight." Among other 1995 safety initiatives, the FAA:

- issued a comprehensive final regulation creating one level of safety for all commercial aircraft with 10 seats or more;
- held an unprecedented aviation safety summit with industry and a follow-up conference to review safety initiatives and set the new safety agenda for 1996;
- created a top-level system safety office;
- laid the groundwork for a global safety network for analyzing data and sharing information; and
- launched Challenge 2000, a comprehensive review of the agency's regulation and certification processes.

System Modernization

The FAA also has made significant improvements to the national air traffic control system. Over the past two years, the agency has added more than 2,700 new pieces of equipment to enhance system safety and efficiency. In 1995, for example, the agency commissioned four voice switching and communications systems (VSCS) of the 21 planned for en route centers; six of the 45 terminal doppler weather radars (TDWR) intended for airports across the country; and its 100th small tower voice switch.

In 1995, the FAA continued to lead the worldwide move to satellite-based navigation systems. The agency approved the use of the Global Positioning System as the primary means of navigation in oceanic and remote airspace, and awarded a $475 million contract to develop and field the Wide Area Augmentation System.

The FAA also awarded a contract to develop and deploy an advanced oceanic automation system, employing a satellite-based tracking system to provide precise information on the position of aircraft. The system will include a broad range of data link services. To develop and deploy that system, the FAA formed a unique international partnership with manufacturers, airlines, and service providers. In October, the FAA began operational use of oceanic data link for air traffic control at the Oakland Air Route Traffic Control Center.

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Thursday, December 28, 1995

APA 190-95
Contact: Bob Hawk
Tel: (202) 267-3476

**STATEMENT BY DAVID R. HINSON, ADMINISTRATOR
FEDERAL AVIATION ADMINISTRATION
CONCERNING THE AMERICAN AIRLINES ACCIDENT
IN CALI, COLOMBIA**

"The Cali accident is under investigation by the Colombian government. The National Transportation Safety Board (NTSB), at Colombia's request, is assisting with the investigation. The Federal Aviation Administration (FAA) is continuing to work closely with the NTSB and Colombia.

"During this continuing investigation, the FAA also is working closely with American Airlines management and the Allied Pilots Association, reviewing the airline's operating procedures and training programs to see whether changes would build an even greater margin of safety. As additional facts are developed during the investigation, the FAA and American Airlines will take further actions as they are deemed appropriate. In addition, should developing information have application to other air carriers, the FAA will take appropriate actions immediately.

"In accordance with long-established International Civil Aviation Organization (ICAO) protocols, however, the FAA cannot comment regarding specifics of the accident while this joint investigation is underway.

"The joint investigation includes analysis of potential causal factors that may have been involved in the accident.

"The FAA also is participating in the recently established operations and human performance working group, formed by the Colombian government as an element in its investigation.

"The FAA has pledged its full cooperation to the Colombian government and has asked Colombian officials to process the investigation in an expeditious manner."

###