



News Release

U.S. Department
of Transportation

Federal Aviation
Administration

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95-05

FAA Announces Four-Point Plan Addressing

NTSB Recommendation on Robinson Helicopters

Fort Worth, Texas ...The Federal Aviation Administration (FAA) has announced a four-point plan as an interim action to address the recent National Transportation Safety Board (NTSB) recommendation to ground the Robinson R22 and R44 helicopters. While the overall accident rate for these aircraft is comparable to other models in the light helicopter class, the relatively high fatal accident rate is of concern to the FAA. Of particular interest among fatal accidents are the 28 documented cases since 1981 where the main rotor has contacted the fuselage with catastrophic results. The NTSB recommendation follows a recent series of six fatal accidents involving main rotor contact with fuselage. The FAA believes that the following plans will ensure that this type of accident will be averted during the interim period until the exact cause of the accidents is more conclusive.

- In July 1994, the FAA commissioned a technical panel of distinguished industry engineers to review the accident history of both aircraft, study the aircraft designs for unique or unusual characteristics, and make recommendations for future actions. The NTSB is represented on the panel.
- On January 9, 1995, an FAA Flight Standardization Board (FSB) was convened for the R22 and R44 helicopters. The FSB is investigating the relationships between pilot experience, training, and any characteristics that are unique to these aircraft. The FSB may recommend pilot experience and training limitations as well as elements for inclusion in future training curricula for these aircraft. Any limitations placed on pilot experience would be revisited as training programs are implemented.
- On January 10, 1995, a Special Airworthiness Information bulletin was issued to all rated helicopter pilots in the United States and distributed to airworthiness authorities in countries with these aircraft on their registries. The alert provides background information on the accident history of the R22 and R44, discusses mast bumping and low rpm rotor stall, and recommends pilot actions to avoid scenarios that could lead to main rotor contact with the fuselage.
- On January 12, 1995, an Airworthiness Directive (AD) was issued to incorporate the significant elements of the January 10, 1995, Special Airworthiness Information bulletin into the R22 and R44 Rotorcraft flight manuals. This AD will be re-evaluated as additional technical data become available and as the Flight Standardization Board actions are implemented.

While several potential design changes have been highlighted by the technical panel, the exact sequence of events and causal factors in these accidents have remained elusive. A computer simulation study will investigate rotor design and aerodynamic parameters such as flapping margins, control sensitivity and rotor rpm decay characteristics. Meanwhile, the manufacturer has agreed to investigate a number of design changes already suggested by the panel. Preparations are being made to approve the installation of an R44 type throttle governor for the R22

helicopter. The governor design is presently in flight test by the manufacturer, and FAA approval could occur in the April timeframe.

The FAA stresses that the four actions outlined above are interim measures pending the results of the ongoing technical investigation of the design. The aviation authorities of all countries where the R22 and R44 are being operated have been apprised of FAA actions.

Careful analysis of the available accident data suggests that these actions represent a necessary and balanced response to preserve the operational safety of these aircraft.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE
February 3, 1995

Contact:
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STATEMENT

In response to recent news reports, the Federal Aviation Administration (FAA) released the following statement:

An FAA employee has alleged that an FAA manager ordered a subordinate to destroy documents that had been requested under the Freedom of Information Act (FOIA). Both employees mentioned in the allegation deny any wrongdoing and an internal investigation is underway.

David Hinson, administrator of the FAA, today requested the Department of Transportation Inspector General to do an expedited investigation into the handling of the FOIA request. Pending the outcome of the investigation, the FAA will take any appropriate action.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, Feb. 6, 1995

FAA xx-95

Contact: H. Price

Tel.: (202) 267-8521

AIRLINE CHANGES FOCUS OF FAA AVIATION FORECAST CONFERENCE

Growth and profitability of a safe commercial aviation industry will be the focus of a Federal Aviation Administration (FAA) conference scheduled for Friday, March 3 in Washington, D.C.

The theme of the agency's 20th annual Commercial Aviation Forecast Conference is "Restructuring for Growth and Profitability." Following an extended period of slow traffic growth and worsening financial positions, U.S. airlines have embarked upon a restructuring of the commercial aviation industry. The conference will address these changes in terms of their potential implication for aviation growth and profitability.

Invited to keynote the event is Department of Transportation Secretary Federico Peña. FAA Deputy Administrator Linda Hall Daschle is also scheduled to provide remarks. Gerald Greenwald, chairman and chief executive officer of United Airlines, is expected to provide an overview of commercial aviation from the industry perspective. Representatives from the airlines, airports, labor, and other travel related sectors will also discuss various strategies being implemented to improve safety, growth and profitability of this vital U.S. industry.

During the event, the FAA will release its latest 12-year aviation forecast for fiscal years 1995 through 2006. The annual report focuses on domestic and international air traffic demand and aircraft activity for commercial carriers, regional and commuter airlines, general aviation, and helicopters. The forecast also predicts workloads at FAA's air traffic control towers, enroute centers and flight service stations.

The conference will begin 8 a.m. and conclude at 5 p.m.. It will be held at the Mayflower Hotel, 1127 Connecticut Ave., N.W. For registration and other information contact Leslie Fay at 301-949-7477.

FAA News



Washington, D.C.

MEDIA ADVISORY

February 6, 1995

Contact: Marcia Adams

Tel.: (202) 267-3488

PRESS CONFERENCE ON 30-DAY REPORT OF SAFETY SUMMIT SCHEDULED FOR FEB. 9

NOTE TO EDITORS: -- On Thursday, Feb. 9 at 10:30 a.m., DOT Secretary Federico Peña and FAA Administrator David R. Hinson will announce details of a new safety action plan developed as a result of last month's aviation safety conference.

The press conference will be held in the Robert S. Marx Media Center, room 2201, on the second floor of the DOT headquarters building, 400 7th St., S.W., Washington, D.C.

Secretary Peña and Administrator Hinson will be joined by representatives from the various industry and labor groups.

Please contact Marcia Adams if you plan to attend the press conference.

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FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Wednesday, Feb. 8, 1995

Contact: H. Price

Tel.: (202) 267-8521

FAA SPONSORS GENERAL AVIATION FORECAST CONFERENCE MARCH 16 AND 17

To augment the Clinton administration's ongoing campaign to regenerate the United States private aviation industry, the Federal Aviation Administration (FAA) will sponsor a two-day general aviation conference in Phoenix, Ariz., March 16-17. The FAA also will release its 12-year forecast of the industry.

The theme for this year's annual conference is "Strategies for The New Beginning." On Aug. 17, 1994, President Bill Clinton signed the General Aviation Revitalization Act, establishing an 18-year liability limit on all general aviation aircraft and components. The ratification of the law represented the culmination of a lengthy administration and industry campaign to regenerate private aviation. The conference will address this "new beginning" and its potential for revitalizing the market for general aviation products and services.

The event will include remarks from various state and federal dignitaries, as well as members of the general aviation community. The five sessions will cover an overview of general aviation needs for the next decade, economic factors facing the industry, public perceptions of private flying, technical opportunities for growth, and a look at future opportunities.

A welcoming from the FAA will be provided by the agency's Office of Systems, Capacity and Requirements Director Carl Schellenberg. A keynote address will be provided by FAA Assistant Administrator for Policy, Planning and International Aviation Barry Valentine, who is in charge of agency policies that effect general aviation. FAA Associate Administrator for Research and Acquisitions George Donohue will provide an overview of new technologies and discuss reorganization changes at the agency. Charles M. Suma, president and chief operating officer of the Piper Aircraft Corp. will also provide a keynote address from the industry perspective.

The event is open to the public. It will be held at the Hyatt Regency Phoenix, Civic Plaza, 122 North Second St. Public, press and media should contact Leslie Fay at 301-949-7477 for registration information.

FAA News

Washington, D.C.



Contact: John Clabes
FAA Public Affairs, 202-267-3883

FEBRUARY 8, 1995

STATEMENT BY TOM McSWEENEY, DIRECTOR, AIRCRAFT CERTIFICATION SERVICE, FEDERAL AVIATION ADMINISTRATION, WASHINGTON, D. C.

The FAA commends the FBI, the Justice Department and others for their close cooperation in identifying the unapproved parts associated with this case. I think it is evidence of the kind of cooperation that is taking place as we address the production and sale of unapproved parts.

We have worked very closely with investigators since April, 1994. The FAA reviewed the shipping records at the manufacturer's facilities to identify the kinds of parts sold and then searched the original equipment manufacturer's files to establish the criticality of the unapproved parts.

Taking a very deliberate approach, we quickly identified those parts whose failure, should it occur, could have undesired safety consequences. We identified teams within the FAA consisting of engineers and maintenance inspectors who worked together to begin the process of recovering those unapproved parts from service. We also have worked with the airlines who have been very cooperative in removing parts from service, and the manufacturers who assisted in identifying the safety consequences of any parts in service. The recovery of parts is still continuing, and, if necessary, the FAA will issue mandatory inspection requirements to assist in parts identification and recovery.

It is important to note that the FAA has done what is necessary to protect the safety of the flying public. No unusual service problems have been reported with part numbers representing those that were shipped by D&D. We are notifying all airlines to search for parts received from D&D over the years and remove those parts from service. Many resources have been used within the FAA to stay on top of this matter and at no time have we had any concern about the safety of the airplanes in the fleet. Nonetheless, the FAA does not condone the manufacture of any unapproved parts and will vigorously pursue action against anyone who does. It is also apparent that the FBI and the Justice Department are of the same mind on the matter of enforcement.

FAA News

Washington, D.C.



MEDIA ADVISORY

February 14, 1995

APA-02-95

Contact: Marcia Adams

Tel.: (202) 267-3488

PRESS CONFERENCE ON SELECTION OF SAFETY OFFICER SCHEDULED FOR FEB. 15

NOTE TO EDITORS: -- On Wednesday, Feb. 15 at 1:30 p.m., FAA Administrator David R. Hinson will announce the head of the new safety office.

The press conference will be held in conference room 9ABC on the 9th floor of the FAA headquarters building, 800 Independence Ave. S.W., Washington, D.C.

Please contact Marcia Adams, if you plan to attend the press conference.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, February 15, 1995

APA 03-95

Contact: Drucella Andersen
(202) 267-3883

FAA APPOINTS SAFETY OFFICER

Fulfilling a major initiative in FAA's effort to bring about advancements in aviation safety, the agency today named Christopher A. Hart to the new post of Assistant Administrator for System Safety. Hart, an aeronautical engineer, veteran pilot and lawyer, will serve as a key advisor to Administrator David R. Hinson on emerging trends in aviation safety.

"Mr. Hart is a top professional who brings years of transportation experience to the agency," Hinson said. "I will look to him to help ensure that our approach to aviation safety is focused effectively and based on rigorous analysis."

Among other initiatives, Hart will ensure that a broad spectrum of safety data are analyzed to identify key issues clearly. Hart also will help implement the DOT/FAA action plan for aviation safety announced last December. The action plan called for a rulemaking to create one level of safety in commercial aviation, and a meeting that Secretary Pena and Hinson held with industry and labor organizations last month to address safety concerns.

Hart is a graduate of Harvard Law School. He is a Phi Beta Kappa graduate from Princeton University, where he earned bachelor's and master's degrees in aerospace and mechanical science. Hart holds a commercial pilot rating as well.

Hart served as a member of the National Transportation Safety Board (1990-93). While working at the Safety Board, Hart had specialized interests in human factors and the impact of automation on transportation systems.

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Currently deputy administrator of the National Highway Traffic Safety Administration, Hart is a former managing partner of Hart & Chavers, a Washington firm specializing in corporate law. He also has served as deputy assistant general counsel in the Department of Transportation. Hart also has worked in the general counsel's office at the Air Transport Association.

Hart is a published author on technical and legal issues in journals, including *Transportation Law* and *Spectrum*, the Journal of the National Association of Black Accountants.

Hart was named one of the "Outstanding Young Men of America" in 1977. He held a Hughes Fellowship for helicopter research at Princeton. He also was a member of the advisory board of the Howard University Cancer Research Center for five years in the mid-1980s.

Hart is a member of the Aircraft Owners and Pilots Association, the Lawyer-Pilots Bar Association and has been listed in "Who's Who in Aviation." Hart's family has a broad history in aviation. In 1926, Hart's great-uncle, J. Herman Banning, became the first African-American to earn a U.S. pilot's license.

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Note to Editors: A photograph of Hart is available upon request.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, February 17, 1995

APA 04-95

Contact: Briar Haggett

(202) 267-3441

MEDIA ADVISORY

FAA ADMINISTRATOR PROMOTES AVIATION CAREERS TO LOCAL HIGH SCHOOL STUDENTS

FAA Administrator David R. Hinson will visit Cardozo High School, 13th and Clifton Streets, NW, on Wednesday, February 22, from 10 to 11:30 a.m., introducing for the first time aviation into the school's TransTech program.

The TransTech program is designed to stimulate students to stay in school by exposing them to the values of higher education, constructive employment, and careers in the various modes of transportation. It offers transportation courses, agency internships, job skills training, and opportunities for students to meet with transportation executives.

"Aviation is an exciting field with unlimited opportunities for today's youth," said Hinson. "Programs like these also help us at the FAA to ensure a future work force that reflects the diversity of this country."

The Administrator will talk to the 116 students currently enrolled in the program about the role of aviation within the transportation system, as well as career opportunities in the field. He will also sign an agreement between the FAA and Cardozo to develop a formal aviation curriculum, including student visits to FAA facilities and mentoring programs.

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FAA News

Washington, D.C.



MEDIA ADVISORY

February 22, 1995

APA-05-95

Contact: Marcia Adams

Tel.: (202) 267-3488

FAA ADMINISTRATOR TO HOLD MEDIA BRIEFING ON FEB. 24

WASHINGTON - FAA Administrator David R. Hinson will hold a media briefing -- limited to working press only -- to discuss agency announcements, initiatives, and upcoming activities. The briefing, the fifth in a monthly series, is scheduled for Friday, February 24, from 10 a.m. - 11 a.m.

This month, Administrator Hinson will be joined by Christopher Hart, assistant administrator for System Safety; Barry Valentine, assistant administrator for Policy, Planning & International Aviation; Monte Belger, associate administrator for Air Traffic Services; Tony Broderick, associate administrator for Regulation and Certification; and Robert Bowles, manager Statistics and Forecast Branch.

The briefing will be held in conference room 9ABC on the 9th floor of the FAA headquarters building, 800 Independence Ave., S.W., Washington, D.C. All media are invited, but because of the informal nature of the briefing, no cameras please.

Please contact Marcia Adams if you plan to attend the briefing.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, February 22, 1995

APA 06-95

Contact: Fraser Jones
(202) 267-8521

FAA TO SPONSOR WORKSHOP ON AIRCRAFT OPERATIONS ON AIRPORT SURFACE

The Federal Aviation Administration today announced a workshop March 8-10 in the Washington, D.C. area to discuss the improved safety and efficiency of aircraft operations on the ground at the nation's airports.

Representatives of all segments of civil aviation are invited to attend--airlines, commuters, general aviation, airport operators, and pilot groups. The workshop is being held at the Arlington Renaissance Hotel, in Arlington, Virginia.

FAA Administrator David R. Hinson said, "This workshop is designed to provide airport users and airport operators an opportunity to help define changes needed at our nation's airports. Just as we are working with the aviation community to improve the management and flow of airborne aircraft, we need to improve the surface movement of aircraft as well. The National Airspace System begins and ends on an airport. Many airports are constrained by delays and we all must work to gain improvements in safety and efficiency."

Participants will be working on one of five working groups and will share their recommendations with all participants at the end of the session. The five workshop groups include:

Human Performance - Pilot and controller roles and responsibilities, human factors, human error, and cockpit resource management on the ground.

Surveillance - Transition to improved surveillance technologies and system performance measures.

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Surface Movement Planning - Automated sharing of tactical information between the FAA, the airlines/commuters, and the airport operator to gain improvements in efficiency and reduce delays.

Guidance - cockpit tools/information and airport visual aids necessary to guide the pilot to and from the runways safely and efficiently.

Communications - Frequency congestion, missed communications, and transition issues for voice and data link.

Individuals and organizations desiring to participate in this Airport Surface Movement Workshop may contact: SRM, Inc., P.O. Box 569, Kensington, Maryland 20895, or call (301) 949-7477 for registration information.

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FAA News

Washington, D.C.



February 22, 1995

APA 07-95

Contact: Drucella Andersen
(202) 267-3883

FAA STATEMENT ON FLIGHT DATA RECORDERS

The FAA fully supports the desire for the right amount of data to quickly and more definitively identify the cause of aircraft accidents. We have, by law, 90 days to respond to today's recommendations on increased parameters for flight data recorders. The FAA, in fact, has responded favorably to over 90 percent of the 293 urgent recommendations issued by the Safety Board since 1967 and has a similarly high response rate for all other recommendations. Federal requirements are such that any solution must be accomplished through an open rulemaking process. We will work with the NTSB and industry on this important issue.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

February 24, 1995

APA 08-95

Contact: Hank Price

Tel. (202) 267-8521

FAA STUDY ADDRESSES AIRSPACE CAPACITY AND DELAYS

The number of U.S. air passengers will double within 18 years to more than one billion passengers annually, requiring aggressive action to improve national airspace capacity and combat projected delays, according to a report released today by the Federal Aviation Administration.

The Aviation Capacity Enhancement Plan (ACE), which also predicts that landings and take offs at the nation's top 100 airports will increase 38 percent by 2005, concludes that immediate action must be taken to avoid a rapid corresponding increase in costly delays throughout the national aviation system. The ACE plan lays out a series of strategies to address the problem, ranging from airport development to the use of advanced technology for more efficient use of airspace.

"This is a critical moment in aviation history. The FAA's challenge is to find safe, feasible and affordable ways to ensure that America can accommodate the rapidly expanding population of air passengers. The ACE plan lays down the foundation for system improvements that must be undertaken to increase capacity and reduce delays," FAA Administrator David R. Hinson said.

In 1993, 23 airports in the United States experienced more than 20,000 hours of flight delays. With an average aircraft operating cost of about \$1,600 per hour of delay, airlines at each of these airports incurred at least \$32 million due to delays. According to the ACE plan, by 2003 the number of airports that will exceed 20,000 hours of annual delays is projected to grow to 32, unless capacity improvements are made. Of the 23 most congested airports, only Denver is expected to drop from the list within the next 10 years.

"It's time to re-examine how we manage our national aviation system. In the past 30 years only three new airports have been built. The most recent airport built in Denver is example of how the FAA, airport authorities, industry and local communities can work together. Through its dramatic design and use of new technologies, Denver serves as a strategic response to airport delays and overcrowding -- one that will benefit the entire nation," Hinson said.

Denver International Airport (DIA), which opens on Feb. 28, will replace Stapleton International Airport. The new airport is expected to reduce nationwide delays by approximately 5 percent. According to the FAA, through triple approaches and other state-of-the-art design techniques, DIA can quadruple the number of planes handled at Stapleton. Last year, Stapleton was ranked the sixth busiest airport in the nation and was one of the top 23 delay-problem airports.

To address the projected growth in delays, the ACE plan identifies airport development, new construction projects at airports, and recent enhancements in air traffic control procedures as proven and effective means to improve capacity. In addition, the plan demonstrates that development of emerging technologies relating to surveillance, communication, and navigation will further improve efficiency of new and existing runways, as well as terminal and en route airspace.

The FAA's Office of System Capacity works closely with airports throughout the country to develop strategies to meet their current and future capacity needs. The ACE plan underlined the need to continue and accelerate this assistance to delay-impacted airports.

According to the ACE plan, America's 50 busiest airports handle more than 80 percent of the nation's air traffic. In developing the plan, the FAA examined extensive capacity studies and airspace modeling projects. Delays studied in the report ranged from nearly 88 delays per 1,000 operations at Newark International Airport to 0.1 delays per 1,000 operations at San Antonio International Airport.

In addition to the ACE plan, the agency has held various workshops and meetings with airlines, commuter carriers, general aviation groups, airport operators, and pilot groups to define airport changes and gain improvements in safety and capacity. A workshop has been scheduled on March 8-10 in Washington, D.C., to discuss improved efficiency of ground operations at airports. Please call (301) 949-7477 for registration information.

Copies of FAA's Aviation Capacity Plan can be obtained by calling (202) 267-8521.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, February 24, 1995

APA-09-95

Contact: Marcia Adams

Tel.: (202) 267-8521

SCHELLENBERG NAMED TO HEAD FAA'S SYSTEM CAPACITY OFFICE

The Federal Aviation Administration (FAA) named Carl Schellenberg, an agency executive with more than 26 years of aviation policy and operations experience, as the new director of the FAA's Office of System Capacity and Requirements.

Schellenberg, the former regional administrator of FAA's Western Pacific Region -- which oversees activities at Los Angeles International, the nation's third busiest airport -- will be responsible for formulating the agency's strategic plan for improving capacity in the national airspace system, including:

- o developing measures of capacity and delays
- o providing analytical tools and expertise aimed at increasing capacity and reducing delays
- o supporting efforts to find new ways to finance capacity initiatives
- o conducting periodic evaluations of capacity enhancements in terms of cost and benefits

"The number of U.S. air passengers is expected to double within 18 years to more than one billion passengers annually," said FAA Administrator David R. Hinson. "I have every confidence that Carl Schellenberg will take aggressive action to improve national airspace capacity and combat projected delays."

In his new post, Schellenberg will report directly to Monte Belger, associate administrator for Air Traffic Services.

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Since joining the agency as a general attorney in 1969, Schellenberg has held numerous positions. While heading the agency's Western-Pacific Region, he was responsible for aviation activities in four states -- Arizona, California, Hawaii, and Nevada -- as well as the Pacific Rim. From 1988 to 1989, he served as that region's acting deputy regional administrator and then deputy regional administrator.

Schellenberg also served as regional counsel for the Great Lakes Region from 1979 to 1988. Previously, he worked as assistant chief counsel and chief of the Regulations and Enforcement Division in Washington Headquarters. Schellenberg also worked as a general attorney in FAA's former Rocky Mountain Region.

Schellenberg received a law degree from the University of Arizona College of Law. He earned a bachelor of arts degree from Occidental College in Los Angeles and a master's degree in management from Northwestern University.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, February 24, 1995

APA 10-95

Contact: Fraser Jones

Tel.: 202-267-8521

FAA ISSUES SPECIAL SAFETY RULE TO MAINTAIN SAFE HELICOPTER FLIGHTS

The Federal Aviation Administration (FAA) today established special awareness ground training and additional flight experience requirements for student pilots, rated helicopter pilots, and rated helicopter flight instructors who elect to operate the Robinson model R-22 or R-44 helicopter.

The Special Federal Aviation Regulation (SFAR) responds to the high number of accidents involving these helicopters and mandates increased awareness of operating characteristics during low rotor revolutions per minute (RPM) flight operations. It also seeks to improve timeliness of pilot response to emergency conditions through training.

"The FAA has determined that prompt action regarding these helicopters is necessary, and specific training and experience requirements are required for their continued safe operation," said FAA Administrator David Hinson.

Since certification in 1979, the R-22 has been involved in 339 accidents in the United States. Currently, there are 855 registered R-22's and three R-44's in the United States. The R-22 has a high number of fatal accidents due to main rotor/airframe contact when compared to other piston-powered helicopters. Additional fatal accidents have been attributed to pilot performance or inexperience or undetermined causes.

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In addition to specific pilot training and experience requirements, the FAA has taken several other actions to alert pilots and owners to the safe operation of these helicopters. Individual notice to every certified rotorcraft pilot, including all flight instructors who instruct in these helicopters was given by FAA in a Special Airworthiness Alert issued January 10, 1995.

The R-22 is a two seat reciprocating engine-powered helicopter that is frequently used as a low-cost initial helicopter trainer. The R-44 is a four-seat helicopter which incorporates certain similar design characteristics of the R-22. The R-22 is the smallest helicopter in its class and incorporates a unique cyclic control and rotor system.

The rule will have an effective date 30 days later than published in the Federal Register. Comments to the SFAR must be received 90 days from publication date.

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FAA News

Washington, D.C.



Contact: John Clabes
202-267-3443

Feb. 28, 1995
For Immediate Release

DENVER--The Federal Aviation Administration (FAA) "reinvented" 164,000 square miles of airspace around the new Denver International Airport to establish takeoff and landing procedures, David Hinson, FAA Administrator, said today.

Aviation System Standards, the FAA's organization responsible for developing takeoff and landing procedures and flight inspection activities, started work on the airport project in October 1990.

Statistics involved in the project are staggering:

- * Flight experts in AVN revised more than 25,000 square miles of airspace for low level airway coverage and 164,000 square miles of airspace for jet airways, standard departure routes, and standard arrival routes.

- * More than 1,400 flight hours were required to commission facilities and instrument flight procedures.

- * AVN technicians spent more than 4,700 hours developing, amending and reviewing 580 instrument flight procedures.

- * They developed or amended 113 low level airway segments, 50 jet airway segments, 259 fixes and intersections, and 72 standard instrument approach procedures. Other data: 8 new standard arrival routes, 19 departure routes and 219 expanded service volumes were revised. Some 90 intersections and 30 expanded service volumes were canceled. Crews also completed 50 landing procedures at Aspen's airport and canceled or amended 13 approach procedures at Stapleton.

In addition, the Falcon VORTAC (very high frequency omnidirectional range/tactical air navigation facility) was commissioned in a minimum time.

The FAA's Northwest Mountain Region spearheaded the FAA's portion of the airport project. Fred Isaac, Regional Administrator, paid tribute to the teams involved.

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“We brought together the talent of our region headquarters in Seattle, the office of Aviation Standards in Washington, Air Traffic Control in Denver and Aviation System Standards (AVN) in Oklahoma City. The effort worked and everything was accomplished in a top professional manner and on time,” Isaacs said. He paid tribute to the many teams involved in the airport program and said a task of this magnitude had never been accomplished before. “We reinvented the airspace by cutting across organizational lines and working as a team.”

William H. Williams Jr., AVN’s director in Oklahoma City, said the major changes to airspace structure and air traffic control areas and new navigation aids were completed by AVN well ahead of schedule.

Williams said a “first in aviation history” will be seen Tuesday when the airport opens. “For the first time in the world, triple, parallel, simultaneous approaches will be used. All were designed, developed and flight tested by AVN. The airport eventually will have 12 ILS approaches with triple simultaneous/parallel ILS approach capability.

The new airport encompasses 53 square miles served by 10 runways, all having instrument landing systems. Low level airways will cover over 25,000 square miles and jet airways, standard departure and arrival routes covering 164,000 square miles.

Jon Phelps, manager of AVN’s Oklahoma City Flight Inspection Area Office, said a special flight inspection command center, located in the tower at Denver Centennial Airport, tracked flight inspection requirements and coordinated flight inspection activities.

In addition, AVN’s aircraft maintenance and engineering division in Oklahoma City established local maintenance support in Denver for the flight inspection aircraft.

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