

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, January 5, 1995

Contact: Hank Price
(202) 267-8521

FAA INCREASES OVERSIGHT OF GOVERNMENT-OWNED AIRCRAFT

As a result of recently enacted legislation, the Federal Aviation Administration (FAA) on April 23 will require most government aircraft carrying passengers or operating commercially to meet the same safety standards and procedures that apply to non-government aircraft. The new law could affect over 5,000 planes and helicopters known as "public aircraft" which currently operate in all 50 states.

"Public aircraft" are those used for government activities. Under the new requirements, many government-owned airplanes that carry passengers -- including state-owned aircraft that transport government officials -- must meet FAA's civil aircraft regulations. These requirements include crew and aircraft safety standards. Previously, these aircraft were exempt by law from complying with these types of regulations.

Under the new law, some government-owned aircraft will remain "public aircraft," exempt from many federal aviation regulations. These include aircraft used in fire fighting, search and rescue, aeronautical research and law enforcement. Aircraft operated by the armed forces and intelligence agencies also remain exempt unless they are operated for commercial purposes.

The new statute also continues to require government operators that receive compensation from other government entities to meet the higher standards FAA applies to commercial carriers. However, it provides exemptions under limited, urgent circumstances.

"When Congress passed the law this past fall, it sent a clear message about the importance of aviation safety for government aircraft. In implementing this measure we intend to require aircraft covered by the measure to meet the same high-standards as civilian aviation," FAA Administrator David R. Hinson said.

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FAA will begin inspections on April 23 to enforce civil aviation regulations for these government-owned or operated aircraft. Operators of public aircraft were notified by an FAA letter from Hinson shortly after Congress enacted the law in October. On Dec. 7, the FAA also published information in the Federal Register. The agency plans to further notify pilots and the aviation community through an advisory circular to be issued shortly as well as other informational material for operators and pilots.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, January 5, 1995

Contact: Liz Neblett

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FAA TO HOLD 3 PUBLIC MEETINGS ON AIRMAN MEDICAL STANDARDS

The Federal Aviation Administration (FAA) in January will solicit comments on proposed regulation revisions to airman medical standards and certification procedures.

The proposed revision, published in the Oct. 21 *Federal Register*, is an extensive amendment of part 67, Medical Standards and Certification, and section 61.23, Duration of Medical Certificates.

To solicit public comments nationwide, the FAA will hold the meetings in three locations:

- In Washington, D.C., the meeting will be held on Jan. 20 from 9 a.m. to 4:30 p.m., at the Federal Aviation Administration headquarters, 800 Independence Avenue, S.W.
- In Orlando, Fla., the meeting will be held on Jan. 26 from 9 a.m. to 1 p.m., 2 to 4:30 p.m., and 6:30 to 8:30 p.m., at the Radisson Hotel Orlando Airport, 5555 Hazeltine Drive.
- In Seattle, the meeting will be held on Jan. 31 from 9 a.m. to 1 p.m., 2 to 4:30 p.m., and 6:30 to 8:30 p.m., at the Doubletree Suites, 16500 Southcenter Parkway.

Send requests to present oral statements at any of the public meetings to the FAA. They must arrive no later than Jan. 13, for the Washington meeting, and Jan. 23 for the Orlando and Seattle meetings.

For information, contact Effie Upshaw, Office of Rulemaking, 800 Independence Avenue, S.W., Washington, D.C.; (202) 267-7626. Written comments concerning the proposed rule may be submitted to Docket #27940 at Federal Aviation Administration, Office of the Chief Counsel, AGC-200, 800 Independence Avenue, S.W., Washington, D.C. 20591, on or before Feb. 21.

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Questions concerning the subject matter of the meeting should be directed to the Office of Aviation Medicine, Carol Thomas, (202) 493-4076, or Dennis McEachen, (202) 493-4075.

Copies of the proposal may be obtained from the Office of Public Affairs, APA-200, 800 Independence Ave., S.W., Washington, D.C. 20591 or by calling (202) 267-3484.

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FAA News



Washington, D.C.

Friday, January 6, 1995

Contact: Marcia Adams (202) 267-8521

MEDIA ADVISORY

AVIATION SAFETY CONFERENCE SET FOR JAN. 9-10 IN WASHINGTON, DC

An estimated 1,000 aviation experts are scheduled to participate in the world's largest aviation safety conference on Jan. 9-10 in Washington, D.C.

The two-day conference will focus on ways to improve safety measures and increase public confidence in airline transportation by sharing information through a free and open exchange of ideas.

The conference, sponsored by the DOT and FAA, is a key component of Transportation Secretary Federico Peña's three-part initiative to examine and enhance aviation safety. In addition to the conference, Peña has ordered expedited implementation of safety rules for small commuter aircraft to conform with those of large planes and a comprehensive review of all commercial airline safety oversight procedures and programs.

Topics addressed will be crew training, weather, safety data collection and analysis, aircraft maintenance procedures and inspection, and flight operation procedures.

Note to reporters:

- **Press Credentials:** Please call (202) 267-8521 to arrange to cover the event.
- **Monday and Tuesday Sessions:** On Monday, Jan. 9 the session will run from 8 a.m.-5 p.m. On Jan. 10, there will be a morning session only from 8 a.m.-noon.
- **Press Coverage:** The Monday and Tuesday morning sessions are *open to the press*. The Monday afternoon workshops are by invitation only and *closed to the press*.
- **Peña/Hinson Press Availability:** Peña and FAA Administrator David R. Hinson will be available to the press at *12 noon, Tuesday, Jan. 10* immediately following the conference wrap-up.
- **Conference Location:** The conference will be held in the grand ballroom, second level, of the Renaissance Hotel, 999 Ninth Street, N.W., Washington, D.C. All press please enter through the central salon entrance of the grand ballroom.
- **See attached agenda for list of speakers.**

● AVIATION SAFETY CONFERENCE ●

Proposed Agenda

January 9, 1995

- 8:00 a.m. Federico Peña
Secretary of Transportation
- 8:15 a.m. David R. Hinson
Administrator
- 8:45 a.m. Mr. James E. Hall
Chairman, National Transportation Safety Board
- 9:00 a.m. Anthony J. Broderick
Associate Administrator for Regulation and Certification
- 9:30 a.m. Break
- 10:00 a.m. Linda Hall Daschle
Deputy Administrator
Remarks and Introduction of Congressional Speakers
- 10:45 a.m. Workshop Briefing
- 11:00 a.m. Begin Workshops
(Working lunch will be served in workshop rooms.)
- 5:00 p.m. End Workshops
- 5:30 p.m. Meeting for Workshop Chairpersons

January 10, 1995

- 8:00 a.m. Workshop summary presentations to the Plenary Session
- 11:30 a.m. Closing Remarks by Secretary Peña
Closing Remarks by Administrator Hinson
- 12:00 noon Press briefing by Secretary Peña and Administrator Hinson

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Wednesday, January 11, 1995

Contact: Sandra Allen

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FAA MODIFIES RESTRICTIONS ON ATR AIRCRAFT

Following an extensive review that included days of flight testing and several hundred wind tunnel tests, the Federal Aviation Administration today modified its prohibition of ATR aircraft from flying in icing conditions, now restricting ATR flight only in freezing rain or freezing drizzle. ATR aircraft now may fly in known or forecast icing conditions as long as pilots and operators follow new flight safety and training procedures. Pilots must receive classroom-style training on aircraft operations and weather procedures before they may fly the ATR aircraft in icing conditions.

The new procedures, which take effect immediately, are outlined in an airworthiness directive that will be issued today. The new procedures:

- reiterate the prohibition of dispatch or operation into known or forecast freezing drizzle or freezing rain.
- require pilots to monitor the airplane for unique signs of freezing rain or freezing drizzle.
- prohibit the use of flaps when holding in icing conditions.
- require flight crews to turn off autopilot controls immediately if freezing rain or freezing drizzle are encountered.
- require flight crews immediately to fly out of freezing rain or freezing drizzle.
- require that flaps not be retracted if they are extended in freezing rain or freezing drizzle.

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FAA MODIFIES RESTRICTIONS ON ATR AIRCRAFT, 2 of 3

Additionally, ATR operators now must give pilots and dispatchers FAA-approved, classroom training on the new procedures. The FAA has mandated briefings to its air traffic controllers on the new safety procedures for the ATR aircraft as well. The training mandates priority handling by air traffic controllers when handling ATR pilots who have inadvertently encountered freezing drizzle or rain. The FAA also is requiring operators to provide improved weather services to allow real-time predictions of areas with freezing rain and freezing drizzle, allowing flight plans to avoid these areas.

"Aviation is a science, and this decision represents a careful and methodical evaluation of the circumstances," said FAA Administrator David R. Hinson. "Our decision was based on hard data gathered from many scientific tests. Since the Roselawn accident, we have taken prudent action each step of the way based on data available at the time. I have personally reviewed this data, and our research indicates that ATR operators will be able to fly safely in icing conditions as soon as they can implement these new procedures." In terms of when the ATR will resume flights in icing conditions, it is expected that these new training and operational procedures will take a minimum of six days to implement.

To help detect freezing rain and freezing drizzle, the FAA directed that ATR-42 and ATR-72 aircraft carry as standard equipment a special detection probe for flight into icing conditions.

Freezing rain and freezing drizzle are a subset of icing conditions. Freezing rain and freezing drizzle are meteorological terms for water droplets that are of extremely small size and intensity. Freezing rain or freezing drizzle can occur in temperatures below 40 degrees Fahrenheit when moisture is visible.

ATR's manufacturer has proposed a hardware modification to the plane's ice protection system, which may be in place when the new procedures expire on June 1. ATR is developing a larger deicing boot that fits over the leading edge of the wing, which has the potential to eliminate the need for these new procedures. The larger icing boot will cover more surface area than the current boot. The ATR proposal for the new deicing boot must be flight tested and approved by the FAA before implementation.

The FAA action follows testing at Edwards Air Force Base and in Toulouse, France. While the National Transportation Safety Board has not indicated the cause of the Roselawn, Ind., crash, the tests have provided data consistent with possible accident scenarios. The tests also showed how accident conditions can be avoided. When a pilot inadvertently encounters freezing rain or freezing drizzle, climbing above or descending below the weather can eliminate the icing problem. New flight restrictions on the use of flaps when icing is encountered inadvertently also eliminate flight control problems.

FAA MODIFIES RESTRICTIONS ON ATR AIRCRAFT, 3 of 3

The FAA has worked virtually around the clock since the flight limitations were imposed on the ATR aircraft to develop data for these new procedures. In addition to the flight testing and wind tunnel work, the agency consulted extensively with international and domestic safety experts. Many aviation groups worked closely with the agency throughout this review, including aviation authorities from France and Canada, National Transportation Safety Board, NASA, the ATR manufacturer, Air Line Pilots Association, Allied Pilots Association, Regional Airline Association, Airline Dispatchers Federation, National Center for Atmospheric Research and icing specialists from the University of Wyoming.

Today's decision culminates extensive activity initiated by the FAA regarding ATR aircraft following the Roselawn, Ind., accident on October 31.

Nov. 4: FAA issues new ATR aircraft operating procedures to minimize exposure to potentially adverse weather conditions.

Nov. 7: FAA immediately implements NTSB emergency recommendations.

Nov. 9: FAA meets with 50 aviation experts and airline operating officials from several countries to stress importance of compliance with FAA advisory on operation of ATR in icing conditions. FAA assembles special ATR certification review team to conduct research in France for 8-10 weeks.

Nov. 11: FAA issues notice to air traffic controllers to provide expedited services to ATR pilots who request route, altitude or air speed deviations to avoid icing conditions.

Nov. 16: After receiving new technical information from researchers this morning, FAA prohibits use of autopilot in icing conditions or in moderate or greater turbulence.

Nov. 18: FAA issues revised flight standards bulletin outlining operating procedures in icing conditions for aircraft.

Nov. 28: FAA steps up inspection surveillance of airlines, pilots and dispatchers who use ATR aircraft and controllers who handle ATR aircraft.

Dec. 9: After reviewing evidence compiled from tests begun earlier in the week, FAA prohibits the ATR from flying in known or forecast icing conditions. The new evidence provides for the first time a specific mechanism by which icing could cause severe control problems.



Regional Airline Association

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**FOR IMMEDIATE RELEASE
JANUARY 11, 1995**

**CONTACT: DEBBY MCELROY
202-857-1170**

RAA SUPPORTS FAA DECISION TO AMEND GUIDANCE FOR ATR FLIGHT OPERATIONS

The Regional Airline Association (RAA) supports the decision of the Federal Aviation Administration to amend the guidance for the training of flight crews and the dispatch, operational procedures and ATC handling of ATR 42 and 72 aircraft to permit increased utilization of the aircraft.

Over the past several weeks, RAA has received briefings and reports of the technical and performance issues being examined by FAA, the French civil aviation authorities and the aircraft manufacturer. Based on our understanding of the examination of the technical data, we believe that FAA is correct in amending the earlier restrictions placed on the aircraft to permit its operation under the modified guidance.

We believe that all the parties involved in examining this issue have acted in a careful and prudent manner with the interest of the air traveling public placed first. Regional airlines which operate the aircraft can be expected to operate in complete compliance with the FAA requirements.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

January 12, 1995

CONTACT:

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PRESS AND MEDIA

ADVANCE

FAA TO RELEASE AIR TRAFFIC CONTROL TAPE OF ST. LOUIS RUNWAY ACCIDENT

The Federal Aviation Administration (FAA) will release, on Friday, Jan. 13, at 10:00 a.m., the air traffic control tape of the accident on Nov. 22, 1994, involving TWA Flight 427 and Cessna Conquest 441 at Lambert-St. Louis International Airport in St. Louis, Missouri. Reporters will be able to record the tape and a transcript will be provided.

Location: Room 9ABC at FAA Headquarters
800 Independence Avenue, S.W.
Washington, D.C.

Since the accident is under investigation by the National Transportation Safety Board (NTSB), the tape will be released without comment.

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Editors' Note: The tape and transcript will only be released at FAA's Washington Headquarters.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, January 16, 1995

Contact: Pat Cariseo
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AVIATION NOISE PUBLIC FORUM TO BE HELD IN SAN DIEGO

A federal interagency group will hold a public forum in San Diego on March 2 to exchange information on aircraft noise.

The forum represents the second nationwide session sponsored by the Federal Interagency Committee on Aviation Noise. The group, chaired by the Department of Transportation, includes the Department of Defense, the National Aeronautics and Space Administration, and the Department of Interior.

The committee was formed early last year to discuss public and private noise proposals, identify research areas, encourage noise research and promote noise-abatement technology. The government held its first forum in Atlanta last July.

At the San Diego forum, government agencies will present their latest research on aircraft noise and the public is invited to provide information and make comments. The meeting will be held from 9 a.m. to 5 p.m. at the Reserve Auditorium, Naval Air Station Miramar.

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

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

Those interested in commenting should contact the Federal Aviation Administration (FAA) no later than February 17 by writing or calling Thomas Connor, FAA Office of Environment and Energy, 800 Independence Avenue, S.W., Washington, D.C. 20591, (202) 267-3570.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, January 17, 1995

Contact: Pat Cariseo

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PUBLIC HEARINGS TO REVIEW NEWARK AIRSPACE PROPOSALS SET FOR PARSIPPANY, ROCHELLE PARK AND TOMS RIVER

To give the public ample time to review two proposals to reroute departing Newark Airport aircraft, the Federal Aviation Administration (FAA) has scheduled three additional New Jersey hearings in Parsippany, Rochelle Park and Toms River.

Public hearings will be held in the following locations:

- o **Parsippany**, Wednesday, Jan. 18, 1 to 4 p.m. and 7 to 10 p.m., Holiday Inn, Route 45 East.
- o **Rochelle Park**, Thursday, Jan. 19, 1 to 4 p.m. and 7 to 10 p.m., Ramada Inn, 375 W. Passaic St.
- o **Toms River**, Tuesday, February 14, 1 to 4 p.m. and 7 to 10 p.m., Holiday Inn, Route 37 East.

These are in addition to public hearings previously held last year in Cranford, Tinton Falls and Bridgewater, N.J. and the public meeting held in New York City.

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

The FAA said it originally believed the November 30, 1994 deadline for comments was sufficient, but the agency received recent requests month from the public, NJCAAN, members of the New Jersey congressional delegation, and local and state officials asking for more time to analyze the proposals and comment on them. Now the comment period has been extended through February 23.

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"We are firmly committed to moving quickly on the final environmental impact statement and feel it is important to assure maximum public input without compromising our pledge to finish the process as soon as possible," said Barry Valentine, FAA assistant administrator for policy, planning and international aviation.

The noise mitigation proposal, the analysis of an over-the-ocean routing proposal and specific noise levels for every New Jersey census block are all new information contained in a supplemental to the draft environmental impact statement on the Expanded east Coast Plan (EECP), which the FAA issued on Sept. 30, 1994.

The Solberg proposal, named for the Solberg navigational aid near Readington, N.J., would make several changes to current routing procedures to reduce noise for 18,755 Union County residents -- approximately 40 percent of the 45,600 people who experienced higher noise levels when the EECP was implemented -- without a comparable increase in noise for other residents.

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

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

The NJCAAN proposal would move the majority of Newark traffic over Raritan Bay, across the Sandy Hook National Recreation Area, and over the Atlantic Ocean southward along the New Jersey coast. These route changes would effectively result in all Newark departures avoiding flying over the western half of Essex, Union and Middlesex counties and all counties to the west. Operational modeling revealed that the proposal has substantial safety problems and appears not to be operationally feasible because of numerous air traffic conflicts throughout the metropolitan area.

Public comment will be accepted through February 23. Comments on the supplemental draft EIS may be hand-delivered or mailed to the Federal Aviation Administration, Office of the Chief Counsel, Docket No. 27649, 800 Independence Ave., S.W., Washington, D.C. 20591.

FAA News

Washington, D.C.



For Immediate Release
Wednesday, January 18, 1995

Contact: Tim Pile
Tel.: (202) 267-3443

FAA ENDORSES DELTA MOVE TO SINGLE TRAINING STANDARD

Administrator David Hinson today applauded a voluntary move by Delta Air Lines to require one level of safety for its commuter flight crews. The airline notified the FAA on January 9 of its plan to have Delta Connection commuter carriers meet training requirements of large jets. The voluntary action will put Delta's commuter partners in compliance with federal training standards -- without rulemaking.

"While the FAA is engaging actively in rulemaking to establish one level of safety for all carriers, I am very pleased that Delta took this major step voluntarily," Hinson said. Delta took this initiative on the heels of the Secretary's safety conference last week, and I applaud their move to get out in front of this effort. The FAA is committed to one level of safety."

The FAA proposed a new rule in December to make commuter carriers -- small aircraft with 10 or more seats -- meet training and safety requirements of large airplanes. The proposed rule, published in the Federal Register December 13, is expected to become final before early fall.

Delta carriers affected by this move are Atlantic Southeast Airlines, Business Express Airlines, COMAIR Holdings and SkyWest Airlines. These companies operate throughout the United States and carry 10 million passengers per year.

Delta joins other carriers that have voluntarily raised their commuter crew training standards. Those carriers are Northwest and American.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, January 27, 1995

Contact: Valerie Collins

Tel.: (202) 267-3108

FAA EXPANDS OFFICE TO RESPOND TO FREEDOM OF INFORMATION ACT REQUESTS

Demonstrating a strong commitment to the free-flow of information and openness in government, the Federal Aviation Administration (FAA) has established an office with expanded staff to provide policy and program guidance on Freedom of Information Act requests.

"The expansion of this office sends a clear signal of the importance the FAA places on the flow of information to the public," said FAA Administrator David R. Hinson. "The FAA now has the staffing to support the agency in providing the public with appropriate information."

The expanded Freedom of Information Act (FOIA) office is charged with developing and implementing national FAA FOIA policy and procedures, as well as coordinating the processing of Headquarters FOIA requests. Additionally, it will undertake steps to improve agencywide FOIA training that focuses on procedural requirements, compliance and exemptions. "The procedure and training initiatives will assist FAA employees who processed nearly 8,000 FOIA requests nationwide in 1994," noted Valerie Collins, head of the FOIA program office.

Consistent with recommendations of the joint DOT/FAA 757 Wake Vortex Review, the office was expanded within 90 days. The review recommended the FAA increase staffing to provide greater emphasis on FOIA training and accountability. The expanded office reports to the assistant administrator for public affairs.

Before the office was formed, FAA headquarters had one full-time specialist dedicated to responding to FOIA requests. In addition to Collins, the office is staffed by four specialists with previous FAA experience. They are: Florence Hamn, Fraser Jones, Gladys Stewart, and Phyllis Seaward.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

January 27, 1995

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PRESS AND MEDIA

ADVANCE

FAA TO RELEASE OF AIR TRAFFIC CONTROL TAPE OF ROSELAWN, IND. ACCIDENT

The Federal Aviation Administration (FAA) will release at 10 a.m. on Monday, Jan. 30, the air traffic control tape of the accident on Oct. 31, 1994, involving American Eagle Flight 4184. Reporters will be able to record the tape and a transcript will be provided.

Location: Federal Aviation Administration
Headquarters, Room 9 A-B-C
800 Independence Ave., S.W.
Washington, D.C.

Since the accident is under investigation by the National Transportation Safety Board (NTSB), the tape will be released without comment. Reporters that are unable to attend can record the tape by calling 15 minutes prior to the event at 1-800-226-6588.

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Editors Note: The tape and transcript will only be released at FAA's Washington Headquarters.