FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Tuesday, May 2, 1995

APA 39-95
Contact: Anthony Willett
(202) 267-3883

FAA Statement on Bangor, Maine, Tower

The Federal Aviation Administration will make minor repairs to bring the Bangor Air Traffic Control Tower into compliance with OSHA standards, but will not proceed with additional work that could have cost between $150,000-$350,000. The repairs will cost about $2,000.

The agreement to make the repairs was reached by the FAA on April 27 with Sen. William S. Cohen and OSHA. The FAA will install a fire door and smoke detectors at the tower. The FAA also will conduct a general clean-up and make minor repairs in compliance with OSHA standards.

Recent reports erroneously indicated that the FAA would make repairs totaling $350,000.

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FAA News

Washington, D.C.

**MEDIA ADVISORY**
May 2, 1995

APA 40-95
Contact: Drucella Andersen
Tel.: (202) 267-3462

**FAA TO HOLD MEDIA BRIEFING ANNOUNCING RESULTS OF THE BOEING 737 CRITICAL DESIGN REVIEW**

The FAA will hold a media briefing on Wednesday, May 3 at 1:00 p.m. to release its Critical Design Review on the flight control system of the Boeing 737.

The press 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.

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Editors' Note: Reports unable to attend the briefing may begin calling 1-800-226-6588 at 12:45 p.m., to be connected to a phone bridge.

FAA News

Washington, D.C.

**FOR IMMEDIATE RELEASE**
Wednesday, May 3, 1995

APA 41-95
Contacts: Drucella Andersen
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(202) 267-3479

**FAA ANNOUNCES RESULTS OF BOEING 737 FLIGHT CONTROL SYSTEM REVIEW**

The Federal Aviation Administration (FAA) today released an extensive study of the flight control system of the Boeing 737. The report found no design flaws that could have caused either of the two 737 accidents that prompted the review.

"We have not found design faults that can be directly linked to the 1994 accident near Pittsburgh or the 1991 Colorado Springs, Colo. accident," FAA Administrator David R. Hinson said. "We have identified a number of recommendations we intend to pursue toward improving the airplane's control system."

Hinson stressed that the FAA study was not an effort to determine the probable cause of any accident, but rather, a thorough and analytical review of the aircraft's flight control system. The study, Hinson said, "is one more step in our efforts to resolve what occurred near Pittsburgh. It is a reflection of our top priority -- continuing to ensure the highest possible level of safety for the flying public."

Hinson praised the nine-member team composed of engineers and airworthiness inspectors from the FAA and other government agencies that worked for more than five months after the review was launched last November. "We believe our study has been advantaged by appointing a special team," he said, adding that the FAA-assembled team "gave a different perspective to the review."

The report offers 27 recommendations, many designed to improve the aircraft's margin of safety, but notes that none of the recommendations require immediate corrective action.

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Among the study's recommendations is a request that the National Transportation Safety Board (NTSB) create a new accident investigation team that will be asked to re-study both the Colorado Springs and Pittsburgh accidents. Hinson said he would encourage the NTSB to include on the new investigative team someone from the FAA's special team and the NTSB investigator in Seattle who assisted with the FAA's study.

The study, entitled "B737 Flight Control System Critical Design Review," was a comprehensive review of the aircraft's flight control system. To ensure that every aspect of the flight control system was considered, the FAA looked both within and outside the agency in assembling the team. Team members included FAA officials, a member of the U.S. Air Force and a representative from Transport Canada.

In addition, the agency stipulated that no one who was involved in the 737 certification process could be a member of the review team. This was done to ensure that no aspect was overlooked. Someone familiar with the aircraft, FAA officials reasoned, might dismiss reviewing certain aspects of the control system, based on prior knowledge of the aircraft and reasonable certainty that some particular aspect of the control system presented no problems.

The review team was given a complete introduction and review of the 737. They met with Boeing design staff; observed the aircraft being assembled on the production line; traced components used in maintenance and repair; and talked with component manufacturers, suppliers, Boeing design and maintenance officials, and airline representatives.

During the five-month investigation, the FAA team examined every accident and incident report available on all models of the 737. The review team was tasked with examining every possible aspect of the flight control system that could have contributed to the two accidents -- even if some possibilities seemed unlikely or had never occurred in service.

The study concludes that the Boeing 737 is in compliance with FAA airworthiness requirements.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Monday, May 8, 1995

APA 42-95
Contact: Anthony Willett
(202) 267-3883

# CONTROLLERS, FAA SEND STRONG MESSAGE ON REFORMS

FAA Administrator David R. Hinson called the information campaign begun by controllers across the country today an "important focus of attention on the need for the fundamental reform of the national air traffic control system."

"Together with the controllers, we at the FAA want to send a strong message about the need to create a government air traffic services corporation," Hinson said. "We have the safest system in the world, and the men and women who control these airplanes are an important part of our safety record. The issue is system efficiency, not safety."

Hinson said that two of the controllers' greatest concerns -- speedier hiring and equipment procurement procedures -- would be addressed by an air traffic services corporation. "The creation of an air traffic services corporation would cut through bureaucratic red tape, freeing us from complex personnel practices and burdensome procurement regulations. We need the ability to hire where we need to and buy state-of-the-art technology when we need to," Hinson said.

"U.S. air traffic controllers handle more than half of the world's commercial traffic, yet this country has only 8 percent of the world's aviation fatalities," Hinson said. "Our controllers move more than 1.5 million people on 30,000 flights every day. We agree that the system has some old equipment, but the FAA has made progress in this area, including recently restructuring a major contract for new controller work stations that will accelerate our progressive modernization."

The agency also is working with the controllers' union to remedy staffing imbalances throughout the country. "We are working closely with our union partners to address staffing imbalances," Hinson said.

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## Response to NATCA Informational Picket

*TALKING POINTS*

1. The system is safe. The issue is efficiency, not safety.
2. The FAA and the controllers are committed to working as partners to provide state-of-the-art equipment and working conditions for the air traffic control system.
3. The creation of a government air traffic control services corporation will enable us to overcome the inflexible bureaucracy, hiring where we need to and being able to buy state-of-the-art technology when we need to.
4. There's no disagreement that the Federal Aviation Administration and its controllers both are striving for the most efficient system possible. Our goal is to use our resources and technology as efficiently as possible to make this happen.
5. We support the union and their desire to speak out to improve the system.

*Additional talking points*

- The controllers and the FAA agree that the United States aviation system has always been and continues to be the safest in the world. The United States operates by far the most complex airspace system in the world. On a typical day, 1.5 million passengers on 30,000 flights move safely to their destinations.

- The United States has far and away the busiest air space in the world, with 50 percent of the world's air traffic operations. Conversely, the United States has only 8 percent of the world's aviation fatalities.

- The FAA and DOT have put forth a proposal to create a government air traffic services corporation. The controllers and the FAA agree that the air traffic control system must undergo fundamental reform, not because the current system is unsafe. We want controllers to have the best tools available to do their job.

- Eliminating complex personnel regulations will allow us the flexibility to hire and place employees where operational needs are most critical. The

FAA and controllers both want a system in which flexibility to offer higher wages and other incentives are available to workers who face higher housing and other costs.

- Freedom from burdensome procurement regulations would accelerate FAA's goal to incorporate the most up-to-date technology in today's air traffic control environment.

- The air traffic equipment currently being used provides a safe operating environment for the traveling public. New equipment will enhance the efficiency of the current system.

- Current staffing levels are fully consistent with a safe operating environment. We're working with NATCA to identify individual locations where staffing help may be needed.

Date Prepared: May 5 1995

# Q&As in Response to NATCA Informational Picketing

## Safety

*Should the flying public be concerned about the safety of a system which is operated on antiquated equipment and is so grossly understaffed?*

The United States air traffic control system is the safest in the world. On a typical day, air traffic control safely moves more than 100,000 aircraft carrying 1.5 million passengers through the most complex airspace in the world. Understaffing and old equipment don't translate into an unsafe system, they result in a system which is less efficient than it can be.

## Staffing

*How many air traffic controllers staff FAA control towers and centers nationwide? How many staff my local facility?*

The air traffic control system is fully staffed with a total of 17,462 controllers nationwide. Staffing imbalances exist with more controllers in some parts of the country, and fewer controllers in areas where they are needed most like New York, Chicago, and Los Angeles. FAA management is working in partnership with the controllers union, the National Air Traffic Controllers Association, to resolve staffing imbalances in specific facilities.

Although we are working to address this problem, we cannot finally resolve it until we fundamentally reform the nation's air traffic control system by transforming it into a federal corporation. We must give our controllers -- the most professional, dedicated, highly-skilled in the world -- the state-of-the art tools and quality working conditions they deserve.

Facility staffing figures should be obtained from regional Air Traffic Divisions.

*How has FAA handled the tremendous growth in the aviation industry during the past decade with fewer controllers?*

FAA's air traffic controllers have met the challenge of that growth by implementing innovative traffic management techniques, by working with industry to develop the safest, most efficient procedures possible, and by making optimum use of the new technology -- air and ground radars and navigation and communications systems -- which already have been commissioned. Establishment of a federal air traffic control corporation will give them the technical tools and the operational flexibility to meet the challenges of the future growth projected for the nation's air transportation system.

*How can the air traffic system remain safe with so few air traffic controllers?*

Current staffing levels are fully consistent with a safe operating environment.

Air traffic control staffing is at its highest level in history. Currently, 17,462 air traffic controllers staff FAA facilities nationwide. Overall staffing is not a concern, distribution of the workforce is. We are working closely with NATCA to resolve staffing imbalances and position our workforce where needs are greatest.

Right now, if enough air traffic controllers are not available to handle the traffic, the traffic slows down. There is no alternative. Under a federal air traffic control corporation, free of bureaucratic government rules, managers will have the ability to ensure that facilities are staffed sufficiently to keep the traffic running smoothly, efficiently, and, most important -- safely.

*Last year President Clinton allowed FAA to rehire fired PATCO controllers. How many have been rehired? Where are they stationed? Why doesn't FAA hire more of them?*

A total of 27 PATCO controllers have been rehired. They are in the process of retraining and are stationed in New York; San Juan; San Diego and Oakland, California and Honolulu. We plan to hire a small number of additional controllers this year including PATCO controllers and graduates of approved college air traffic control training programs. All new hires this year will be assigned to the NY Tracon. FAA controller staffing is at 99.5 percent of our staffing standard so we project no need for significant hiring.

*Why doesn't FAA hire more air traffic controllers?*

Controller staffing levels are more than adequate to meet the current and projected growth in air traffic. FAA and NATCA share the desire for a system with the flexibility to offer higher wages and other incentives for controllers to relocate to areas of the country where they are most needed. Establishment of a federal air traffic services corporation would enable us to make this common-sense business approach a reality.

**Technology**

*How can air traffic controllers continue to operate the system with antiquated equipment?*

The air traffic equipment currently operating enables controllers to provide the world's safest aviation system for the American flying public. New equipment won't make the system safer, it will enhance the efficiency of the current system. Formation of a federal air traffic corporation free of bureaucratic procurement rules will enable us to bring equipment on line more efficiently, effectively and timely.

*What is FAA's timetable for upgrading the air traffic control equipment? Will my local air traffic control tower receive new equipment? What kind of equipment? When will it be installed?*

FAA's timetable for installing new navigation and communications equipment is on target with new facilities being commissioned each week. In late April we announced an agreement with Loral Corp. to proceed with development and implementation of new, automated workstations for air traffic controllers. The contract is valued at $898 million. The first system is scheduled to be delivered to Seattle Center in fall 1997; the last to be installed at Boston Center in 2000.

Local facility commissioning dates are available from Regional Airway Facilities Divisions.

*If the air traffic control system is in crisis, why can't FAA install new air traffic control equipment sooner?*

The air traffic control system is not in crisis. It is hampered by cumbersome procurement rules which add numerous steps and requirements to the process of buying new equipment. Establishment of a federal air traffic control corporation free of burdensome procurement rules will enable us to bring state-of-the-art technology on line quickly and more economically.

**USATS**

*Why has the Clinton Administration proposed a federal air traffic control corporation?*

The projected rapid growth of the airlines and the necessity to maintain the highest levels of system safety are the impetus of the Clinton Administration proposal for a federal air traffic control corporation. The Administration cited five key reasons the corporation is necessary:

superior ability to procure, install, and operate new technologies

greater flexibility to hire highly skilled employees and place them where needed

higher degree of organizational ability to respond quickly to change

better capability to finance major capital programs

greater ability to plan for the future, and actually carry out the plans

*How will a federal corporation enable FAA to improve the staffing and technology of the air traffic control system?*

FAA fully supports the Clinton Administration's proposal to create a federal air traffic services corporation which will be free of burdensome procurement regulations and complex personnel regulations. The United States Air Traffic Services Corp. would have the power to accelerate installation of the most up-to-date technology available and will have the flexibility to hire and place employees where operational needs are most critical. A corporation will enable us to provide controllers with the state-of-the-art tools and working conditions they need to do their jobs.

U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 5 1995

URGENT! URGENT! URGENT!

Dear Member of Congress:

You may soon be receiving correspondence from constituents or getting press calls regarding brochures being distributed at airports on May 8th by the National Association of Air Traffic Controllers Association (NATCA), the union representing air traffic controllers at our air traffic control (ATC) facilities.

I want to assure you that the United States ATC system despite its complexity, has always been, and continues to be, the safest airspace system in the world. On a typical day, 30,000 commercial flights share the skies with 75,000 general aviation and business flights. Daily, the U.S. airline industry transports 1.5 million passengers safely to their destinations.

The ATC system is fully staffed, with 17,462 controllers in our work force. In a recent report, the General Accounting Office did cite staffing imbalances -- not shortages -- in the system. It is not surprising that a large number of facilities are either over- or understaffed. We have almost 400 ATC facilities, and because of cumbersome Federal personnel processes and constant personnel actions, including retirements, promotions, transfers, and new hires, it is very unusual for a facility to be at its exact staffing standard number.

Futhermore, the Federal Aviation Administration (FAA) is working in partnership with NATCA to resolve these staffing imbalances, at key facilities. We expect to find solutions, such as those recently taken at the New York Terminal Radar Approach Control facility, to address these imbalances.

ATC equipment provides a safe operating environment for the traveling public, but it must be modernized. We are moving aggressively to install equipment which enhances efficiency and safety within the constraints of the current procurement system.

However, we also believe we can improve the way we provide ATC services. A comprehensive legislative proposal to establish a government-owned air traffic services corporation has been forwarded to the Congress by Secretary Peña. Establishment of the corporation would provide relief from complex personnel requirements; provide the needed

flexibility to hire and place controllers where operational needs are most critical; provide relief from burdensome procurement regulations; and accelerate the installation of up-to-date technology in our air traffic facilities. This type of fundamental change is necessary to fully address the future needs of the ATC system and the traveling public.

While our national airspace system is the safest in the world, I look forward to working with Congress to further enhance safety, as well as improve the efficiency and capacity of our ATC system.

Sincerely,

David Hinson

David R. Hinson
Administrator

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Tuesday, May 9, 1995

APA 43-95
Contact: Jeffrey Thal
Tele.: (202) 267-7344

**FAA GIVES NEW DENVER AIRPORT HIGH MARKS FOR PERFORMANCE**

The Federal Aviation Administration (FAA) reported today that after only two months of operation, Denver International Airport (DIA)--the nation's seventh busiest airport--is performing 2.5 to 10 times more efficiently than several other major U.S. airports and almost nine times better than the airport it replaced on February 28.

"The results that we've seen at Denver's new airport have surpassed everyone's expectations," said FAA Administrator David R. Hinson. "At the current rate, we expect that DIA will handle more than 500,000 operations and 33 million passengers in its first year. In addition, we've reduced delays at Denver by nearly 90 percent, to less than one-half of one percent of operations, as compared to more than three percent of operations at Stapleton in the same time period last year."

A report issued today by the FAA found that in its first 62 days, Denver International had handled 84,591 takeoffs and landings, and had reported just 324 delays, an average of just one delay for every 261 flights. In the same 62-day time period last year, Denver's Stapleton International recorded one delay for every 29 flights, with almost the same weather conditions. In the month of April, Denver International handled more than 42,000 flights and recorded just 79 delays, which is just one delay for every 532 flights.

Copies of the report are available upon request.

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FAA News

Washington, D.C.

**FOR IMMEDIATE RELEASE**
Wednesday, May 10, 1995

APA 44-95
Contacts: Bob Hawk
Hank Price
Phone: (202) 267-8521

**S T A T E M E N T**

**RELEASE OF
NATIONAL TRANSPORTATION SAFETY BOARD
PUBLIC DOCKET
REGARDING
INVESTIGATION OF FRESNO, CALIF., LEARJET ACCIDENT**

The Federal Aviation Administration (FAA) is awaiting the conclusion of the National Transportation Safety Board (NTSB) investigation of the Dec. 14, 1994, accident in Fresno, Calif., involving a Learjet.

Since the investigation has not been completed, at this time the agency cannot comment regarding specifics of the accident. As always, the agency would fully consider any finding the safety board recommends for action. According to the safety board, the FAA has responded acceptably to over 80 percent of NTSB's recommendations.

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FAA News

Washington, D.C.

May 11, 1995

**FAA Safety Interests**

Safety is the Federal Aviation Administration's foremost priority. This concern cuts across all aspects of flight, whether provided by large scheduled air carriers, commuter and regional air carriers or those carriers providing such services as air combat simulation flights.

Putting safety into perspective, the U.S. air transportation system is the safest in the world. Last year, the Federal Aviation Administration (FAA) oversaw an airspace system that transported nearly 500 million passengers nearly five billion miles safely. No other nation on earth moves as many people more safely and efficiently.

The FAA is continually taking steps to make the safest air transportation system in the world even more safe. For the FAA, one accident is too many. At a January 1995 Aviation Safety Conference, Secretary of Transportation Peña and FAA Administrator David R. Hinson charged industry, government and labor aviation officials with the goal of meeting the challenge of zero accidents in which all elements of the aviation industry have a shared responsibility.

The FAA is moving across numerous fronts to improve safety generally. Efforts are also underway to insure the public's safety in the air combat simulation industry.

As background, air combat operations are conducted under Part 91 of the Federal Aviation Regulations (FARs). Aircraft used in such operations are issued standard airworthiness certificates and are certified for aerobatic flight, as required by the FARs. The FARs also require that the operations must be conducted by appropriately rated and certified commercial pilots.

Because there is a public perception that the air-combat-for-hire industry is unsafe, the FAA has initiated several actions to increase and provide additional surveillance on operator performance. In August 1994, to better understand the nature of the industry, the FAA issued a Flight Standards Information Bulletin (FSIB) in the form of a field survey. Currently, there are 10 active operators advertising air combat simulation rides to the general public. They employ fewer than 70 pilots and operate 21 aircraft.

A new FSIB was issued in February 1995 requiring FAA inspectors to conduct bi-annual special emphasis surveillance reviews. This effort focuses on the operators' compliance with current regulatory requirements and includes aircraft and pilot qualifications, equipment requirements, maintenance, airworthiness inspections and certification of aircraft and pilot.

When contacted by an air operator in December 1994, the FAA attended a meeting of the air combat industry, the purpose of which was to determine qualifications and guidelines for air combat simulation flights. The operators established a working group to develop guidelines and operational standards applying to the industry.

In working with the industry group, Air Combat Schools of America, the FAA agreed to the type of operations being conducted as the carriage of passengers, instead of pilot training/educational activities.

As a result, air combat industry operators are required to request from the FAA, through local FAA Flight Standards District Offices (FSDOs), a waiver -- or authorization to operate -- from that part of the FAR Part 91 that now prohibits the carriage of passengers while conducting formation flight activities.

If they wish to obtain a waiver, air combat industry operators must meet several requirements:

1. The operator will be assigned an airspace block or area that will include lateral and vertical dimensions, including an aerobatic floor below which they will be prohibited from flying;

2. An operator will be required to notify the FAA's air traffic control that the airspace is in use, much the same as for an aerobatic floor;

3. An operator's pilots must complete a training program and achieve pilot currency in the aircraft, and

4. An operator must establish a standard operating procedure or other written manual outlining operational procedures and submit it to the local geographical FSDO prior to conducting operations.

Working with the industry, the FAA intends to assure the public safety through increased education efforts with operators, while also increasing its surveillance of their operations, which includes spot checks and unannounced inspection visits.

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U.S. Department of Transportation
**Federal Aviation Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

# FEDERAL AVIATION ADMINISTRATION POSITION ON CHILD SAFETY SEATS

Safety is a shared responsibility, and we all must do our part: government, industry and individuals. Parents are responsible for the safety of their children; airlines are responsible for the safety of their passengers; and the Federal Aviation Administration (FAA) is responsible for achieving and maintaining a high standard of safety for the aviation community and the American people.

The FAA's goal is to ensure the safety of children on airplanes through the use of approved and effective child restraint devices. The FAA has recommended the use of child restraint devices on aircraft for more than 10 years.

Studies show that mandating the use of child safety seats mostly likely would escalate the cost of air travel for families and could actually cause more infant deaths and injuries, by forcing parents to choose modes of transportation that have lower costs but higher accident rates. Since 1978, the U.S. aviation system has carried almost four billion passengers. In those 17 years, there have been five infant deaths that perhaps could have been prevented by use of a child safety seat. Compare that to the 278 children under the age of two who died as passengers in motor vehicles in 1993 alone.

According to a study published by the Cato Institute in 1990, for example, if one-third of all families who choose not to fly at higher airfares decided to travel by automobile, they would drive an additional 185 million miles annually. That decision could result in more than 175 disabling injuries and approximately five additional highway deaths every year.

The FAA is not alone in its concerns about the consequences of a mandatory rule. For the past several years, Congress has rejected such a proposal.

Child safety, and the use of child safety seats, is a high priority for the Clinton Administration, the Department of Transportation and the Federal Aviation Administration. The FAA currently is engaged in several programs to improve the safety of children who travel by air:

- The FAA has asked the airlines to develop incentives and affordable programs for families, and we are developing a public education campaign to promote the use of child safety seats and to advocate programs that help us achieve our safety goal.

- Under Federal Motor Vehicle Safety Standard (FMVSS) 213, the National Highway Traffic Safety Administration (NHTSA) has regulatory authority for the design of child restraint devices (CRD), including certification for aviation use. The FAA and

- NHTSA are working aggressively to revise FMVSS 213 and to develop new aircraft specific standards for CRD certification. NHTSA, in cooperation with the FAA, is now testing CRDs on both automobile and aircraft seats, and the two agencies are working to develop a truly intermodal CRD that will provide the highest level of safety in both automobiles aircraft.

- The FAA is working closely with several designers and manufacturers who are working on CRDs specifically for use on aircraft. The FAA also is exploring the feasibility of developing an integral CRD, which would be built into airline seats.

- In the past, child seat manufacturers and designers have not had the information and testing standards necessary to build CRDs that will perform well in aircraft. An ongoing FAA research program at the Civil Aeromedical Institute (CAMI) — to test the efficacy of CRDs — is a first step in developing and providing this information. Among other research efforts, the agency is working to improve the performance of forward-facing child safety seats — by looking at alternatives for installation, possible changes in airline seat padding, etc. — as an interim solution until aircraft specific CRDs can be developed.

The National Transportation Safety Board (NTSB) has recommended that the FAA pass new regulations mandating that infants on commercial air flights be secured in an approved child safety seat. Unlike the NTSB, however, the FAA is required by law to consider the potential costs associated with every rule it issues. Past estimates indicate that mandating the use of child safety seats on commercial airlines could be one of the most expensive rules the agency has ever issued — perhaps costing families as much as $1 billion over the next 10 years. The increased cost to each family of four could be more than $200 per trip.

U.S. Department of Transportation
**Federal Aviation Administration**

# *Tips for Parents Using Child Restraints on Aircraft*

The use of child restraint devices (CRDs) on aircraft provides a major improvement in protection in a crash. CRDs also provide protection for a child in the event of turbulence while in flight. The FAA strongly recommends that all children who fly, regardless of their age, use the appropriate restraint device based on the child's age and size.

**Before you fly**

- Check with the airline to find their busiest days and times. By avoiding these times you are more likely to be on a flight with an empty seat next to a parent. In many cases, airlines will allow you to seat your child under 2 years of age in a child restraint in the empty seat without having to pay the airline fare for the child. Ask your airline for its policy regarding an empty seat.

- Ask the airline if they offer a discounted fare for a child traveling in a CRD. If you buy a ticket (discounted or full fare) for your child, you are guaranteed that they will have a seat, and that you will be able to use the CRD.

- If you purchase a ticket for your child, reserve adjoining seats. CRDs should be placed in a window seat so they will not block the escape path in an emergency if the aircraft must be quickly evacuated. A CRD may not be placed in an exit row.

- Check the width of your CRD. While airline seats vary in width somewhat, a CRD no wider than 16" should fit in most coach seats. Seats wider than 17" are unlikely to fit. Even if the armrests are moved out of the way, wide CRDs will not fit properly into the frame of the aircraft seat.

- If you need to change planes in order to make a connecting flight, it can be very challenging to carry a CRD, a child, and their associated items (diapers, bottles, tickets, etc.) through a busy airport. Most airlines will provide assistance making the connection. Request that the airline arrange for assistance in your connecting city.

**Choosing the correct CRD**

Always follow the manufacturer's instructions regarding use of the CRD. Do not place a child in a CRD designed for a smaller size child. Be sure that any shoulder straps in the CRD come out of the CRD's seat back **above** the child's shoulders. Tighten the aircraft seat belt around the CRD as tightly as possible.

- **Under 20 pounds** - use a rear facing child restraint. All rear facing CRDs tested performed well in FAA tests to evaluate their ability to protect a child from crash forces.

- **From 20 to 40 pounds** - use a forward facing child restraint. Although the safety technology of forward facing carriers in aircraft is still developing, current devices offer dramatic improvements in protection compared to lap held and/or unrestrained children.

- **Over 40 pounds** - A child over 40 pounds may safely use an aircraft seat belt, and does not require a CRD. The use of backless booster seats is not recommended because aircraft seat belts cannot be correctly routed through a booster seat, and because booster seats used on an aircraft place unacceptable loads on a child's stomach during a crash. Many airlines do not allow the use of booster seats on their flights. The situation in automobiles is different where the use of booster seats has been shown to be safe and effective, and where a child must be much larger to safely use the standard vehicle seat belt.

# FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Tuesday, May 16, 1995

APA 45-95
Contact: Alison Duquette
(202) 267-8674

FAA CONTINUES TO TAKE ACTION TO
ENSURE A SAFE AVIATION SYSTEM

Consistent with the Department of Transportation's "zero accidents" initiative, the Federal Aviation Administration (FAA) has taken aggressive action -- in some cases unprecedented -- to ensure the safety of the flying public in addressing recommendations issued by the National Transportation Safety Board (NTSB).

The FAA has taken aggressive action in each of the five areas being highlighted by the NTSB today in its update of "Most Wanted" safety recommendations.

"The Board's actions today confirm that we're working on the right projects," said FAA Administrator David R. Hinson. "The FAA has taken aggressive action in these areas, and I'm pleased that our safety efforts are headed in the right direction. Ninety-five percent of the FAA's aviation safety work is proactive."

**Commuter Safety.** In a landmark move, the FAA has taken unprecedented action by completing the commuter rule in a record time of 100 days. The rule, proposed in March, will bring air carriers with airplanes of 10 to 30 passenger seats under Part 121 of the Federal Aviation Regulations. The FAA has proposed to issue a final rule in December 1995. The FAA agrees with the NTSB's commitment to "one level of safety" and has taken swift action to accommodate the growth of the commuter airline industry and ensure that the safety of commuter airlines is commensurate with their operations.

**Flight Data Recorders.** The FAA is already working with manufacturers, operators, and members of the NTSB's technical staff to develop specific technical and schedule provisions for a notice of proposed rulemaking on the flight data recorder issue. During an FAA-sponsored

public meeting on April 20, 1995, designed to hear comments on NTSB's recommended changes to flight data, Associate Administrator for Regulation and Certification Tony Broderick encouraged industry to voluntarily begin working on the recommendations, rather than waiting for an FAA mandate. The FAA agrees with the NTSB's recommendations to require operators to retrofit certain airplanes currently in operation, or those newly manufactured, with enhanced Flight Data Recorders to provide more flight data, or parameters, to aid in the investigation of accidents and incidents.

**Runway Incursions.** On April 17, 1995, the FAA released a comprehensive Runway Incursion Action Plan which addresses five functions: human performance, communications, guidance, surveillance, and surface traffic management. The FAA is moving forward with a schedule to implement two new technologies: Surface Detection Equipment (ASDE-3) and the Airport Movement Area Safety System (AMASS). ASDE-3 is the first part of a two-step technological improvement program to improve control of ground traffic at U.S. airports to enhance safety and reduce delays. Twelve airports have commissioned ASDE-3 systems. The second phase is the implementation of AMASS which provides controllers with an automated surface collision avoidance system. Linked with ASDE-3, AMASS will provide controllers, for the first time, an audio and visual alert of potential collisions. Through a number of FAA actions, runway incursions have declined from 1990 from 1.43 runway incursions per 100,000 airport operations to 0.33 today.

**Wake Vortex.** The FAA has taken swift action to address NTSB recommendations related to wake vortices, the tornado-like disturbance created as an aircraft passes through the atmosphere. In July 1994, the FAA responded to the NTSB by establishing an interim wake vortex separation requirement of four nautical miles, a one mile increase from three nautical miles, for small and large airplanes following a Boeing 757. In 1993, FAA Administrator David R. Hinson sent a letter to all pilots urging them to reacquaint themselves with available information on wake vortices. The agency has established a wake turbulence steering committee to provide continuous evaluation of wake vortex safety issues and to coordinate wake vortex activities among Air Traffic, Flight Standards, and Research and Acquisitions within the FAA. The agency continued to increase the dissemination of information to the pilot community by working with industry to produce a wake turbulence training aid and videotape in 1994.

**Pilot Fatigue.** The FAA agrees with the NTSB's recommendations and has undertaken a major revision of Federal Aviation Regulations regarding flight/duty time limitations, including flight time accumulated in noncommercial "tail end" ferry flights. The FAA expects to issue notices of proposed rulemaking this summer.

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# FAA FACTS

## Wake Vortex

- Wake turbulence is a high priority issue for the FAA.

- The FAA has taken swift action to address NTSB recommendations related to wake vortices. *For example*:

- On December 22, 1993, FAA Administrator David Hinson sent a letter to all pilots urging them to reacquaint themselves with information available regarding wake vortices. The letter outlined measures the agency was taking to reduce accidents or incidents involving aircraft following a Boeing 757 and the issuance of air traffic control "Wake Turbulence Caution Advisories" to all aircraft following the Boeing 757 under Visual Flight Rules.

- In 1993, the FAA established a high-level wake turbulence steering committee to provide continuous evaluation of wake vortex safety issues and coordinate wake vortex activities among Air Traffic, Flight Standards, and Research and Acquisition. The committee consists of the three FAA organizations, NASA, Volpe National Transportation Systems Center, and others.

- On May 20, 1994, the FAA responded to the NTSB recommendation to establish an interim wake vortex separation requirement for airplanes following a Boeing 757 and other airplanes of smaller weight by increasing separation from three to four nautical miles for small and large aircraft following the Boeing 757.

- On July 26, 1994, the agency completed a vigorous examination of the wake turbulence program which resulted in immediate action by FAA Administrator David Hinson, including: increased dissemination of information on wake vortex activities to the pilot community and a plan to address wake vortex classification issues.

- In 1994, a government/industry wake turbulence team was established to develop training aids. The task has been completed. The team is currently assisting the steering committee in evaluating existing and proposed separation standards, including weight classification. Consensus from this group will be available by the end of June 1995.

- In 1994, the FAA worked with industry to develop the Wake Turbulence Training Aid and videotape, which were widely disseminated.

- On February 15, 1995, FAA Administrator David Hinson named Christopher Hart to the new post of Assistant Administrator for System Safety, to serve as a key advisor to Hinson on emerging trends in aviation safety.

**NTSB'S "MOST WANTED" RECOMMENDATIONS/FAA RESPONSES:**

- *A-94-43 Revise airplane weight classification scheme to establish separation distances between various weight categories.*

  On July 1, 1994, FAA implemented an interim measure to require an increase from three to four nautical miles IFR separation for small and large aircraft following the B-757.

  FAA's high-level wake turbulence steering committee is considering modifying the current airplane weight classification scheme based upon data to be presented in June by the government/industry wake turbulence team.

  The FAA and NASA are working together to collect data and study information on wake vortices.

- *A-94-44 Establish air traffic control and operational procedures for B-757 and others that would result in approaches conducted in accordance with flight path guidance.*

  The FAA is taking action to amend the Airman's Information Manual (AIM), reflecting:
  - Pilots of aircraft that produce strong wake vortices should make every attempt to fly on the established glidepath (not above it), or if glidepath guidance is not available, fly as closely as possible to a "3-to-1" glidepath (not above it).
  - Pilots of aircraft that produce strong wake vortices should fly as closely as possible to the approach course centerline or to the extended centerline of the runway of intended landing as appropriate to conditions.

  The amended AIM will be published by July 1995.

- *A-94-56 Require manufacturers of turbojet, transport category airplanes to determine, by flight test and other suitable means, the characteristics of the airplane's wake vortices during certification.*

  The FAA and NASA are working together on the terminal area productivity program to define and validate an accurate wake vortex hazard model. The program includes wind tunnel tests and test evaluations. Key elements are 1.) a hazard algorithm and simulation to establish safe separation distances, 2.) a model for predicting weather-influenced vortex transport and decay characteristics, and 3.) the development of ground-based and/or airborne vortex detection technology.

  FAA will develop or revise aircraft certification regulations as appropriate.

# FAA FACTS

## Flight Data Recorders

- On February 22, 1995, the NTSB asked the FAA to require operators to retrofit certain commercial airplanes currently in operation, or those newly manufactured, with enhanced flight data recorder parameters to provide more flight data information to aid in the investigation of accidents and incidents.

- The FAA fully supports the desire for more data to quickly and more readily identify the cause of aircraft accidents. Airplanes have become more sophisticated and safety has improved. However, the cause of accidents have become more and more elusive. Many pieces of information are needed to better understand, not only the cause of accidents, but to prevent accidents. Enhanced Flight Data Recorders, with additional parameters, provide the needed tools.

- The FAA held a public meeting on April 20 ,1995 to hear comments on NTSB's recommended changes to flight data recorder parameters and to ascertain from the airlines an assessment of the most aggressive schedule that can be met to retrofit aircraft with additional parameters without having a large number of aircraft grounded.

- The FAA is encouraging industry to voluntarily begin working on the recommendations, rather than wait for a mandate from the FAA.

- The FAA seeks to create the kind of environment that instills in the flying public the highest level of confidence. Having equipment that provides as much information as possible to prevent accidents can only aid in accomplishing this goal.

**NTSB'S "MOST WANTED" RECOMMENDATIONS/FAA RESPONSES:**

- *A-95-25 Require that each B-737 be equipped, by December 31, 1995, with a flight data recorder with increased parameters.*

  Information available to the FAA at this time indicates the schedule for retrofitting the B-737 may be difficult to meet. This was reinforced at the April 20 public hearing on this matter, in which the board actively participated. It would result in substantial airplane grounding and very high associated costs.

  The FAA continues to work aggressively with members of the board's technical staff, manufacturers, and operators to develop the most aggressive possible flight data recorder upgrade schedule.

- *A-95-26 Amend, by December 31, 1995, regulation to require that B-727, Lockheed L-1011, and other transport category airplanes to be equipped with increased parameters by January 1, 1998, or by the date they meet Stage 3 noise requirements, but no later than December 31, 1999.*

  The FAA held a public meeting on April 20 in anticipation of a notice of proposed rulemaking. The FAA believes that the dates the NTSB has outlined are reasonable for the development of the rulemaking process. The goal to equip aircraft with increased parameters by January 1, 1998 appears to be attainable.

  he FAA has already begun to work cooperatively with manufacturers, operators, and members of the Board's technical staff to develop the specific detailed technical and schedule provisions of this notice.

- *A-94-27 Amend, by December 31, 1995, regulations to require that all airplanes operated under Parts 121, 125, or 135, for which an original airworthiness certificate is received after December 31, 1996, to require parameters for newly manufactured airplanes.*

The FAA agrees with the intent of this recommendation. All indications are that the FAA will be able to meet the intent of the recommendation in the time frame set out by the NTSB.

# FAA FACTS

## Commuter Safety

- The FAA maintains that commuter air travel is safe. However, the FAA acknowledges that the commuter airline industry has grown tremendously in the last 20 years. In the late 1970s, only 300 aircraft were in the 10- to 30-seat category. Today, commuter airlines are on a par with major carriers. They operate extensive route systems often in conjunction with the large airlines. More than 1,000 aircraft are flying more than 2.4 million hours per year with an average of 23.4 seats per aircraft.

- On March 24, 1995, DOT Secretary Federico Peña and FAA Administrator David R. Hinson announced "one level of safety" for all scheduled commercial flights on aircraft with 10 or more seats. The commuter rule brings air carriers with airplanes of 10 to 30 passenger seats under Part 121, with limited exceptions. The agency took action to accommodate the changing commuter airline industry and ensure that the safety of commuter airlines are commensurate with their operations.

- The agency took unprecedented, swift action and completed the commuter rule in record time of 100 days.

    - Milestones:

        | | |
        |---|---|
        | December 14, 1994: | Commitment to 100 day rule |
        | March 24, 1995: | Published Notice of Propose Rule Making |
        | June 1995: | Comment period ends |
        | December 14, 1995: | Issue final rule |
        | December 31, 1996: | Complete recertification of commuter airlines |

- The commuter rule is expected to save lives by preventing as many as 100 accidents over the next decade.

- Current FAA forecasts show that commuter travel will more than double by 2006. In the past 20 years, commuter aircraft hours have climbed from 900,000 to more than 2.3 million annually. Commuter departures are up from 1.4 million in 1975 to 3.1 million today.

**NTSB'S "MOST WANTED" RECOMMENDATIONS/FAA RESPONSES:**

- *Revise the Federal Aviation Regulations such that: All scheduled passenger service conduced in aircraft with 20 or more seats be conducted in accordance with provisions of Part 121.*

  The FAA issued a notice of proposed rulemaking in March 1995 with a final rule due in December 1995.

  The commuter upgrade rule will require all commuter operations with airplanes of 10-30 passenger seats be conducted under Part 121 with limited exceptions.

- *Revise the Federal Aviation Regulations such that: All scheduled passenger service conducted in aircraft with 10 to 19 passenger seats be conducted in accordance with Part 121, or its functional equivalent, wherever possible.*

  The FAA issued a notice of proposed rulemaking in March 1995 with a final rule due in December 1995.

  The commuter upgrade rule will require all commuter operations with airplanes of 10-30 passenger seats be conducted under Part 121 with limited exceptions.

- *Revise within one year the pilot training requirements for scheduled Part 135 operators such that: All pilot training for aircraft with 10 or more passenger seats be conducted in accordance with Subpart N and O of Part 121.*

  The FAA issued a notice of proposed rulemaking on December 8, 1994 that requires that commuter airline operators with airplanes requiring two pilots or with 10 to 30 passenger seats comply with the training requirements in subpart N and O of Part 121. It also proposes a requirement that cockpit resource management training be provided to pilots covered by the rulemaking. The final rule is due in December 1995.

# FAA FACTS

## Runway Incursions

- Through a number of agency actions, runway incursions have declined since 1990. Five years ago there were 1.43 runway incursions per 100,000 airport operations--today the number has dropped to 0.33.

- The decline in the number of runway incursions is directly related to an intensive program undertaken by the FAA in 1991. The Runway Incursion Plan established a management program with industry participation that identified 45 projects to improve airport safety.

- To date, the 1991 effort has resulted in the completion of 30 out of 45 projects to reduce runway incursions.

- The FAA released a new Runway Incursion Plan on April 17, 1995. The plan lays out specific recommendations to continue the trend of improved airport safety, while dealing with the need to expand airport capacity and improve surface movement efficiency.

- The 1995 Runway Incursion Plan addresses five functions: human performance; communications; guidance; surveillance; and surface traffic management.

- The Airport Surface Detection Equipment (ASDE-3) and the Airport Movement Area Safety System (AMASS) represent a major two-step program toward improving airport safety and air traffic management.

    - ASDE-3, the first part of the program, aims to improve control of ground traffic at U.S. airports and enhance safety and reduce delays. To date, twelve airports have commissioned the ASDE-3 system, a new advanced digital radar that penetrates rain, snow, fog and darkness. This state-of-the-art system provides a precise picture for controllers of all airplanes and vehicle traffic on runways.

    - The second phase of FAA's technological improvement program is implementation of AMASS. This cutting-edge technology provides controllers with an automated surface collision avoidance system. Linked with ASDE-3, AMASS will provide controllers, for the first time, an audio and visual alert of potential collisions.

**NTSB'S "MOST WANTED" RECOMMENDATIONS/FAA RESPONSES:**

- *A-95-30 Require that the Air Traffic Service provide a firm, finalized mission needs and operational requirements document for the Airport Movement Area Safety System (AMASS). No further modifications should be implemented until after the first AMASS is commissioned.*

  The mission needs statement was signed by the Associate Administrator for Air Traffic Services on February 16, 1995.

  The operational requirements document was signed on April 12, 1995.

  No further modifications will be made before AMASS is commissioned.

- *A-95-31 Provide to the NTSB a firm schedule to commission those Airport Surface Detection Equipment-3 radar systems that have been installed and adhere to that schedule.*

  The FAA will commission all ASDE-3 systems that have been delivered to operational sites

  To date, 23 ASDE-3 systems have been delivered, 12 sites already commissioned, eleven remaining sites are to be commissioned.

  Additionally, two training systems have been delivered; one to the FAA Academy and Logistics Center in Oklahoma City, Oklahoma and the other to the FAA Technical Center in Atlantic City, New Jersey.

- *A-95-32 For those air traffic control terminal facilities that commission the Air Surface Detection Equipment-3, require that it be operational between sunset and sunrise. When Airport Movement Area Safety System is commissioned, require that it be operational 24 hours a day.*

  The FAA will issue a General Notice which will require facilities with operational ASDE-3 systems to operate that equipment between sunset and sunrise, regardless of weather or visibility. Current operational requirements for the AMASS specify that the system be capable of 24-hour-a-day operation.

  Before the first AMASS is commissioned, it will be required by order that the AMASS/ASDE-3 be operational 24 hours a day.

# FAA FACTS

## Pilot Fatigue

- The FAA agrees with the NTSB's recommendations and has aggressively taken action to examine the existing regulations on pilot fatigue. The FAA is currently revising those regulations.

- The FAA's Aviation Rulemaking Advisory Committee will issue an advisory circular this fall regarding fatigue countermeasures.

**NTSB'S "MOST WANTED" RECOMMENDATIONS/FAA RESPONSES:**

- *A-94-105 Revise the applicable subpart of Part 121 to require that flight time accumulated in noncommercial "tail end" ferry flights conducted Part 91, as a result of Part 121 revenue flights, be included in the flight crewmember's total flight and duty time accrued during those operations.*

  The FAA agrees with the recommendation and expects to issue a notice of proposed rulemaking this summer.

- *A-94-106 Expedite the review and upgrade of Flight/Duty Time Limitations of the Federal Aviation Regulations to ensure that they incorporate the results of the latest research on fatigue and sleep issues.*

  The FAA is undertaking a major revision of the existing rules and expects to issue a notice of proposed rulemaking this summer.

FAA News

Washington, D.C.

**FOR IMMEDIATE RELEASE**
Wednesday, May 17, 1995

APA 46-95
Contact: Drucella A. Andersen
(202) 267-3462

**FAA INVESTIGATING FALSIFICATION OF AIRCRAFT RATINGS**

As a result of one of the most comprehensive internal probes in agency history, the Federal Aviation Administration (FAA) is investigating 29 pilots, some of them FAA employees, that appear to have falsified records as a means of expanding the types of aircraft they were licensed to fly.

The exhaustive investigations, which are still ongoing, already have resulted in the revocation of four pilots' certificates and several changes in the agency's aircraft type ratings process.

In addition, the FAA has removed the certification authority of four of six Aviation Safety Inspectors and suspended the authority of eight of 12 Designated Pilot Examiners who are among the 29 pilots under investigation. Aviation Safety Inspectors' duties include the certification of airmen. Designated Pilot Examiners are non-FAA employees designated by the agency to conduct airmen certifications. The decision to remove or suspend the certification authority of the Aviation Safety Inspectors and Designated Pilot Examiners was made to prevent the issuance of additional airman certificates by these airmen while the investigation is continuing.

The remaining 11 airmen under investigation hold pilot certificates issued by the FAA. None of these airmen, however, have had certification responsibilities.

There is no evidence -- based on the investigations completed to date -- that any of the airmen who are alleged to have received questionable aircraft type ratings actually used those ratings to fly in air carrier operations.

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Some of the ratings were obtained for types of aircraft that are unusual or no longer commonly flown, such as the Ford Tri-Motor, B-17, B-25, and the Lockheed Constellation. Many of the ratings were for corporate class aircraft, such as the Citation, Falcon, Jetstar and, in a few cases, the BA-3100 Jetstream, a regional airline class turboprop.

The investigations began in January 1994 after an FAA investigator discovered irregularities in the activities of one of the Aviation Inspectors. A subsequent investigation defined the group of pilots currently under investigation.

A joint FAA Flight Standards and FAA Civil Aviation Security task force has been established to coordinate the investigations, which are being conducted in five of the FAA's nine regions: Great Lakes, Northwest Mountain, Southern, Southwest, and Western Pacific.

Four of the investigations involving Aviation Safety Inspectors are complete. One case was settled with a one-year suspension of the pilot's Airline Transport Pilot certificate, and the other three cases resulted in revocation of the pilots' airman certificates. Two of the revocation cases are under appeal and one other case was upheld before an Administrative Law Judge for the National Transportation Safety Board (NTSB). The enforcement actions against the former inspectors were based on falsification of flight records.

One investigation involving a Designated Pilot Examiner is complete and his airman certificates have been revoked for falsification of records.

The FAA has taken a number of steps to detect and prevent similar violations in the future, including a review of the records of all current Aviation Safety Inspectors by Flight Standards.

An automated data base has been established that will monitor the actions of Aviation Safety Inspectors and Designated Pilot Examiners to prevent the type of occurrences that prompted the investigations. Finally, the FAA's National Examiner Board (NEB) has developed new application and background screening procedures for examiners. The National Examiner Board was created by the FAA in 1994 to develop initiatives and provide oversight for Designated Pilot Examiners. NEB is a permanent board composed of representatives from the FAA's Flight Standards division.

As part of the new process, NEB is creating a national examiner candidate pool and examiners will be designated from this pool. NEB also is seeking input from designees, inspectors and the aviation community to assess other program changes.

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FAA News

Washington, D.C.

**FOR IMMEDIATE RELEASE**
Monday, May 22, 1995

APA 47-95
Contact: Kay Templeton Garvey
Tel.: 202-267-3883

**FAA GRASSROOTS PARTNERSHIPS HELP MAKE RULEMAKING "USER FRIENDLY"**

A strong advocate of the Administration's effort to "reinvent" and streamline the regulatory process, FAA Administrator David R. Hinson will meet May 23 with nearly 200 members of the aircraft electronics group to enhance grassroots partnerships.

Hinson will talk with the group at 2 p.m. in the Washington Hilton and Towers International Ballroom, 1919 Connecticut Avenue, NW, Washington, D.C. The meeting will be during the 38th annual Aircraft Electronics Association Convention and Tradeshow May 20-25.

"These partnership meetings at the grassroots level give our FAA regulators and the folks FAA regulates a chance to talk -- face to face," Hinson said. "Working together, we can create a regulatory process that is tailored in a sensible way for regulators and that is 'user friendly' for the public."

Such open, two-way communication between FAA and the community it regulates is expected to increase cooperation and coordination and to produce mutually beneficial regulatory decisions. While topics for the May 23 meeting are open to participants' interests or concerns, interaction between FAA front-line personnel and the regulated community, refinement of FAA's compliance responsibility and creation of a constructive regulator/regulated partnership are among expected discussion items.

To get ideas from a broad cross-section of people, meetings have been held around the country at sites and workplaces affected by FAA rules.

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# FAA News

Washington, D.C.

**FOR IMMEDIATE RELEASE**
Wednesday, May 24, 1995

APA 48-95
Contact: Sandra Allen
Tel.: (202) 267-3883

**FAA UNVEILS PARTS BROKER ACCREDITATION PLAN**

Continuing its ongoing efforts to prevent the use of unapproved aircraft parts, the Federal Aviation Administration (FAA) today unveiled a joint plan with the aviation industry to create an industry-operated accreditation program for aircraft brokers and distributors.

"This is the latest in a series of initiatives we have taken since 1991 to mitigate concerns regarding the use of unapproved parts in U.S. certified aircraft," FAA Administrator David R. Hinson said today of the plan, which is expected to be entered next month into the Federal Register as an advisory circular. Advisory circulars either make recommendations or issue requirements to pilots, maintenance workers, aircraft manufacturers and other segments of the aviation community to take specific actions or follow specific procedures to enhance safety.

The plan was developed by a joint industry-FAA task force as a means of developing a voluntary accreditation program for the distributor/dealer network throughout the country. There are currently approximately 2,500 distributors/dealers who may offer materials and parts to the civil aviation aftermarket.

Under the plan, the task force -- called the Aerospace Industry Registration of Distributors (AIR-DU) Task Force -- would select highly recognized auditing firms to train, manage and certificate auditors. Parts distributors and dealers seeking accreditation would contact the AIR-DU Task Force and ask to be audited.

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The plan calls for "special enforcement consideration" for airlines and air carrier operations that used accredited brokers. For instance, if an unapproved part was installed in an airliner that used an accredited parts distributor, only the distributor would face enforcement action.

However, if an unapproved part was found in an airliner that used an unaccredited parts distributor, both the airline and the distributor would be held accountable.

Hinson, who will answer questions today from a Senate subcommittee on suspected unapproved parts, or SUPs, said it is initiatives such as these, that have prevented SUPs from becoming a safety issue. He cited the FAA latest effort as yet another example of the agency's philosophy of "shared responsibility" with the aviation industry to reach a goal of zero accidents.

The administrator noted that although unapproved parts have never been cited by the National Transportation Safety Board (NTSB) as the cause of an air carrier accident, the FAA, nonetheless, is aggressively moving forward with programs and directives to further eliminate their use.

Hinson said although some 26 million aircraft parts are changed each year (there are over 6 million parts on a 747), the FAA has issued only eight airworthiness directives in the past five years.

In that same five-year period, Hinson said, the FAA has conducted more than 150 seminars on unapproved parts; participated in more than 200 industry symposiums; established a joint FAA-military team to deal with dual-use parts; issued notice to parts suppliers to seek FAA permits to manufacture their products; and created a hotline for individuals throughout the aviation community to phone the FAA about suspected unapproved parts.

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FAA News

Washington, D.C.

**STATEMENT**
WEDNESDAY, MAY 24, 1995

APA 49-95
Contact: Drucella Andersen
Tel: (202) 267-3883

David R. Hinson, FAA Administrator, said today: "We have no knowledge of any FAA official who has impeded or obstructed an OIG or FAA investigation into criminal activities, nor do we know of an investigation of such activities by any agency -- with the exception of one ongoing investigation of a single event in Phoenix, Ariz. I stand firmly behind the FAA official who is under investigation in that one case, and I am confident that he will be completely exonerated."

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Friday, May 26, 1995

APA 50-95
Contact: Curtis Austin
(202) 267-3479

**FAA MODIFIES RESTRICTIONS ON ATR AIRCRAFT**

The Federal Aviation Administration (FAA) announced today that airlines flying ATR-42 and -72 have completed installation of new equipment to prevent the formation of an ice ridge on critical surfaces of the wing. The new "deicing boots" nearly double the protected area of the wing, thus enhancing safety in icing conditions. This affects all 175 ATR aircraft flying in the U.S.

As a result of the installation of the new deicing boots, the FAA modified its prohibition of ATR aircraft being dispatched or operated into "forecast" freezing drizzle or freezing rain. ATR aircraft, like all aircraft, continue to be prohibited from dispatching or operating into "known" freezing drizzle or freezing rain.

The new requirements, which take effect after confirmation the deicing boots have been installed, will be included as part of an alternative method of compliance to Airworthiness Directive (AD) T95-02-51 that the FAA issued on January 11. That AD imposes certain operational and dispatch limitations, and training requirements on the ATR fleet.

On March 20, the FAA approved the expanded ATR deicing boots following a four-month review of the boots by the FAA and the Direction Generale de l'Aviation Civile (DGAC), the French airworthiness authority. Results of these tests confirmed that the new larger deicing boots will indeed prevent the formation of a ridge of ice along the wing in front of the ailerons that could result in a lateral control problem that is suspected to have existed in the accident that occurred on Oct. 31, 1994, in Roselawn, Ind. ATR carriers were given a June 1 deadline to complete installation of the new deicing boots.

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The FAA has determined that installation of the modified deicing boots in conjunction with certain procedures and restrictions will provide an additional margin of safety while flying in icing conditions.

The FAA is drafting a Notice of Proposed Rulemaking (NPRM) AD -- as required by law -- that will replace AD T95-02-51. Use of the alternative method of compliance will allow continued operation of the ATR fleet in forecasted icing conditions.

The alternative method of compliance provides the following procedures and restrictions:

- Continues retention of the mechanical device for ATR-72s to allow pilots to over ride the aircraft's computer to permit additional movement of the flaps in an emergency to give flight crews more operational discretion.

- Continues to require flight crew training based on the revised ATR Icing Procedures Brochure, "Freezing Drizzle: Towards a Better Knowledge and a Better Protection."

- Continues to require flight crews to turn off autopilot controls immediately if freezing rain or freezing drizzle are encountered.

- Continues to require flight crews to immediately fly out of freezing rain or freezing drizzle.

The alternative method of compliance moves the FAA a step closer to its three-phase icing plan. The completion of the NPRM will mark the close of phase one; resolving flight safety issues concerning the ATR fleet operating in icing conditions.

Phase two will be a comprehensive review of other aircraft of a design similar to the ATR fleet to determine if they may be susceptible to loss of control following exposure to large super cooled water droplets, which are suspected to have contributed to the ATR accident in Roselawn.

Phase three will be the convening of an international symposia to discuss all aspects of the civil aviation ice issue. This group will look at issues concerning weather forecasting, operations in icing conditions, icing certification requirements, as well as research and development. The symposia will occur at the end of this year or early 1996.

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# FAA News

Washington, D.C.

**FOR IMMEDIATE RELEASE**
Friday, May 26, 1995

APA 51-95
Contact: Kay Templeton Garvey
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Fred O'Donnell
Tel: (310) 297-1431

**FAA SPONSORS ANNUAL AIRPORT BUSINESS DIVERSITY CONFERENCE**

The Federal Aviation Administration (FAA), with the Airport Minority Advisory Council and the San Diego Airport and Unified Port District, will sponsor the 11th annual Airport Business Diversity Conference, May 30 - June 1. FAA deputy administrator Linda Hall Daschle will be the featured speaker at the three-day conference in San Diego's Hyatt Regency Hotel.

"The small and disadvantaged business enterprise (DBE) program, legislated in 1988, has a solid record of achievement," said Daschle, a long-time advocate of entrepreneurship and public-private partnerships. "When airport authorities receive FAA grants for airport or development projects, they turn to DBEs to help get the jobs done. In 1994 alone, $363 million out of the FAA grants to airport authorities went for DBE contracts. FAA and airport officials recognize that DBEs can be counted on to deliver quality goods and services on time and within budget."

The annual conference offers workshops to facilitate airport sponsors' compliance with DBE rules and to help DBEs learn about contracting opportunities. Sessions on marketing, joint venture arrangements, airport issues, legislative developments and legal updates are also part of the conference agenda.

"We are proud to sponsor this conference for building partnerships with representatives of airport authorities, DBEs, DOT and FAA," Daschle said. "It facilitates networking with majority firms for small and disadvantaged business owners who create jobs and enrich our national economy by nurturing the next generation of entrepreneurial talent. Working together, we help the transportation industry to stay healthy and our national economy to continue its upswing."

The grant legislation sets participation goals for small, disadvantaged businesses in airport concessions. The legislation also covers FAA-assisted contracts such as professional services, construction and equipment purchases on airports.