FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, October 4, 1995

APA 142-95
Contact: Liz Neblett
Tel.: (202) 267-8521

FAA TAKES PART IN WARSAW AIRPORT CONFERENCE AND TRADE SHOW

The Federal Aviation Administration (FAA) will lend its expertise and support to the Oct. 15-17 workshop and trade show in Warsaw, Poland, focusing on airport development, finance and new technology.

Barry Valentine, assistant administrator for Policy, Planning and International Aviation, will deliver an opening address and lead a workshop on managing airports and aviation in the 21st century during the event. The two-and-a-half-day conference is sponsored by the U.S. Trade and Development Agency, the Airport Consultants Council, and the Polish Airports State Enterprise and will allow the U.S. government to strengthen its ties with aviation authorities worldwide.

"More than 60 leading Central and Eastern European airport project leaders are expected to attend the conference, and this will be the perfect opportunity for members of the aviation industry to talk to them one-on-one," said Valentine. "The conference -- which includes an airport visit, workshops, and trade show -- is designed to be an informative backdrop for discussing airport expansion and modernization plans with the people who are planning to carry out those projects in the near future."

Other workshops will cover such topics as increasing airport capacity through technology and effective marketing programs, worldwide airport privatization trends, and increasing cooperation between airlines and airports. Also included will be discussions on increasing non-aeronautical revenue through creative concessions developments, U.S./European airport finance and development case studies, new and emerging airport technologies in the 21st century, and innovations in airport terminal design and construction.

To participate in the Warsaw conference/trade show, call Spencer Dickerson, American Association of Airport Executives (AAAE), (703) 824-0504.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, October 4, 1995

APA 143-95
Contact: Les Dorr, Jr.
Tele.: (202) 267-3461

FAA GIVES NEW DENVER AIRPORT HIGH MARKS FOR PERFORMANCE

The Federal Aviation Administration's (FAA) latest report card on Denver International Airport (DEN) shows that the nation's 11th-busiest airport continues to reduce air traffic control-related flight delays for air travelers in Denver.

The report issued today by the FAA said that during DEN's first six months of operations (Feb. 28 - Aug. 28, 1995), the new airport logged 241,200 takeoffs and landings, with only 1,030 air traffic delays — a rate of about four-tenths of 1 percent. DEN's performance was a vast improvement over the 2.4 percent delay rate at Denver's old Stapleton International Airport for the same period in 1994.

"Denver International is showing us just how well a modern airport, equipped with state-of-the-art technology, can handle today's passenger traffic — safely, smoothly and efficiently," said FAA Administrator David R. Hinson. "It's a real A-plus performance."

The FAA report noted that DEN's 0.43 percent delay average was much better than most of the nation's airports with comparable traffic levels. The new airport's performance was more than twice as good as Minneapolis-St. Paul (1.00 percent), almost three times better than Detroit Metro (1.14 percent), about four times better than Boston's Logan International (1.65 percent) and seven times better than St. Louis' Lambert International (3.01 percent).

FAA reportable air traffic delays are those of 15 minutes or more, and these begin only after an aircraft leaves the gate and the crew first seeks clearance from air traffic controllers to start the flight.

The report pointed out that the FAA invested $170 million in safety systems at Denver International, including Doppler weather radar, a wind shear detection system and airport surface detection radar. The combination of advanced technology and three parallel runways lets DEN operate at high traffic levels even in severe weather. The report projects that the new airport's capabilities will help cut delays nationwide and improve U.S. aviation system capacity.

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Copies of the report are available upon request. The report also is available via the World Wide Web by entering the following location: http://www.faa.gov/apa/denver.htm

An electronic version of this news release is available via the World Wide Web at: http://www.faa.gov/apa/apahome.htm

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Editor's note: Transportation Secretary Federico Peña will be in Denver at noon on Saturday, Oct.7, to commission a Voice Switching Control System for the Longmont Air Route Traffic Control Center.

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Thursday, October 5, 1995

APA 144-95
Contact: Alison Duquette
Tele.: (202) 267-8521

FAA EMPLOYEES GO BEYOND THE CALL OF DUTY TO KEEP THE NATION FLYING

FAA employees around the nation took extraordinary action yesterday to move passengers quickly and safely to their destinations while directing air traffic impacted by Pope John Paul II's arrival, Hurricane Opal and O.J. Simpson. On a typical day, 1.5 million passengers on 30,000 flights travel to their domestic destinations.

"I am proud of our employees' exemplary performance yesterday," said FAA Administrator David R. Hinson. "It is their dedication and determination that have made the United States the world's leader in aviation safety and performance."

In New Jersey, both the Pope John Paul II and President Clinton arrived at Newark International Airport. FAA employees enacted air traffic contingency plans to ensure the safety of the VIP's with a minimum of inconvenience to others using the airport. At the last minute, an already complex situation was compounded by bad weather. In spite of the heightened activity at the airport, there were only 141 delays, most of which were attributable to the weather. In fact, Continental Airlines, the airport's primary user, congratulated FAA's air traffic management team there for "accomplishing the impossible."

In Florida, FAA employees acted quickly to avert potential damage from Hurricane Opal. As the storm approached, employees shut down numerous air traffic control and airway facilities to prevent possible loss of life and damage to property. Within 30 minutes after the storm passed through Pensacola, the FAA had reestablished the radar as the area airports and air traffic control towers began to reopen.

In California, air traffic controllers continue to work with temporary flight restrictions in the Los Angeles area due to the Simpson trial. Airborne media coverage continues to be conducted safely and passengers have not been inconvenienced.

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FAA News

ashington, D.C.
FOR IMMEDIATE RELEASE
Thursday, Oct. 12, 1995

APA 95-145
Contact: Henry J. Price
Phone: (202) 267-8521

FACT SHEET

FEDERAL AVIATION ADMINISTRATION SUSPECTED UNAPPROVED PARTS PROGRAM PLAN

The Federal Aviation Administration's Task Force Report on Suspected Unapproved Parts (SUPs) contains a comprehensive Program Plan to build upon previous initiatives and take logical steps to make the agency's programs and policies more effective. The Following is brief description of major recommendations contained in the agency's nine-point plan.

Clarify the FAA's Policy on SUPs

The FAA will issue a policy statement to agency management, field personnel, as well as the public to demonstrate the agency's commitment to more aggressive and consistent surveillance and enforcement of unapproved parts in the aviation system

Standardize the Use of SUPs Terminology

Internal and external advisory material will be issued to define key terms relating to "approved" or "unapproved" parts. The definitions will embrace the colloquial understanding that has developed to mean "acceptable for installation" or "not acceptable for installation" or the equivalent, "eligible for installation" or "ineligible for installation." The proposed definition would expand the FAA's current terminology and therefore could lead to an increase in the number of SUPs reports.

Establish an FAA National SUPs Program Office

A major focus of the Program Plan is establishment of the FAA National Program Office to focus exclusively on unapproved parts and combine expertise and processes that are currently covered by two separate FAA offices. The new office's mission will be to assist with development and dissemination of consistent policy and procedures for design/manufacturing and maintenance, particularly in the areas of inspector training. The new organization will report to the deputy associate administrator for aviation

- more -

regulation and certification. It will provide industry as well as law enforcement agencies with a single source for technical information. Eventually functions of the office will be taken over by regional SUPs coordinators once proposed policy, guidance and procedures have become institutionalized in the agency.

Establish a New Database System

The Parts Reporting System (PRS) will be designed to provide a wide range of information for investigators and FAA managers. The system will receive reports generated from a range of sources, including government personnel and the aviation community. All reporting to the agency of SUPs, that is currently encouraged, will eventually be required. The PRS will provide a variety of information, both current and historical, and will assist agency management in monitoring trends and allocating resources. The system will be linked to other FAA information systems to provide users with rapid access to certification holders, policy and guidance materials, as well as other enforcement information. It will distinguish among different types of suspected unapproved parts, to improve the response rate to problems.

Improve Cooperation With Law Enforcement Agencies

To emphasize how a SUP may affect safety, Standard Operating Procedures will be developed and formalized as soon as practical to expedite work with the FAA and federal departments that conduct criminal investigations relating to unapproved parts. These procedures will address how to keep information flowing and when to request inter-agency involvement. The report recommends the agency disseminate its SUPs case reports simultaneously to the Department of Transportation (DOT) Office of the Inspector General (OIG) and to all appropriate federal enforcement offices. Furthermore, the Program Plan calls for a designated "point of contact" to be established between all appropriate government offices to enhance working relationships, increase the flow of information, and facilitate criminal investigations when necessary.

Target Receiving Inspection Procedures for Surveillance and Enforcement

The National Work Program Guidelines for Fiscal Year 1996 will outline a special campaign of surveillance and enforcement to target airlines and repair station parts-receiving and inspection systems. Similar emphasis will be set for production approval holders (PAHs). The effort will verify that certificate holders have procedures in place to adequately inspect incoming parts and screen out unapproved parts to prevent their use in aircraft production, maintenance as well as alteration.

Clarify the Responsibility of Persons Performing Maintenance

Ensure all FAA inspectors make certificate holders aware that aviation maintenance personnel in their respective organizations understand their regulatory responsibility to perform work so that aviation maintenance is performed to meet Federal Aviation Regulations.

Expedite Rulemaking

The report recommends the FAA initiate a new rule and expedite two pending rules that impact SUPs. The recommended rule would mandate that FAA certificate holders, such as repair stations, air carriers, and mechanics, report SUPs to the agency. Two rulemaking projects underway include:

- An upgrade of maintenance record keeping requirements for certificate holders and an emphasis that persons receiving or transferring aeronautical products must transfer corresponding documentation; and
- To prohibit any person from making a fraudulent or intentionally false statement in any record used to represent the acceptability of a civil aircraft product, part or material.

In addition, the Task Force supports a current initiative within the aviation industry to develop a program under which distributors and dealers would apply for voluntary accreditation based on independently verified quality control systems.

Improved SUPs Investigation Training for the FAA Work Force.

The FAA will provide its work force with interim, formal and reinforcement training to enhance its SUPs investigative abilities. This training will emphasize the cross-disciplinary nature of unapproved parts investigations between agency certification and safety offices

Procedures to Dispose of Scrap Parts

The report recommends that FAA review measures to ensure that scrap parts are destroyed so that they cannot be used again. This may include rulemaking.

Procedures to Remove Unapproved Parts from Inventories and Aircraft

A goal should be set among the FAA and industry to remove all unapproved parts from aircraft as soon as practicable. This effort should include the removal of all of these parts in inventories when they become candidates for transfer or installation

FAA News

shington, D.C.

FOR IMMEDIATE RELEASE
Thursday, Oct. 12, 1995

APA 95-146
Contact: Henry J. Price
Phone: (202) 267-8521

FAA ISSUES TASK FORCE REPORT ON "UNAPPROVED PARTS"

The Federal Aviation Administration today issued a comprehensive task force report that proposes an aggressive Program Plan to ensure the highest level of aviation safety and eliminate potential risks posed by the entry of "unapproved parts" in U.S. aviation. The most extensive overview of the issue to date, the plan builds upon previous initiatives and takes logical steps to make FAA's "Suspected Unapproved Parts" (SUPs) programs more effective.

"The FAA is determined to eliminate the potential risk posed by 'unapproved parts' in civil aviation. With safety as FAA's highest priority, Secretary of Transportation Federico Peña has called on the agency to find ways to improve our programs and work towards "zero accidents." Today's report builds upon and expands our programs in this critical area," said FAA Administrator David R. Hinson.

The report describes "approved parts" as parts that are acceptable for installation in civil aircraft operation.

The Program Plan includes an organizational structure to provide clear and consistent guidance, enhanced training, more timely case processing, access to better data, and closer working relationships with law enforcement agencies. Out of the 30 recommendations contained in the plan, key elements include:

- Clarify the FAA's policy on SUPs;
- Standardize the use of terminology;
- Establish a FAA National SUPs Program Office;
- Establish a new Parts Reporting Information System;
- Improve cooperation with law enforcement agencies;
- Target receiving inspection procedures for surveillance and enforcement;
- Clarify the responsibility of persons performing maintenance;
- Expedite rulemaking;
- Improve SUPs investigation training for the FAA work force;
- Define procedures to dispose of scrap parts; and
- Define procedures to remove unapproved parts from inventories and aircraft.

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To better focus its efforts, the new National Program Office will work exclusively on unapproved parts and disseminate consistent policy as well as procedures, particularly in areas of inspector training. Reporting to the deputy associate administrator for aviation regulation and certification, the office will provide industry and enforcement agencies with a single source for technical information. Functions of the organization will be taken over regionally by SUPs coordinators once proposed policy, guidance and procedures become institutionalized in the agency.

To receive a copy of the report, contact Henry Price at the FAA. His phone number is (202) 267-8521.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Sunday, October 15, 1995

APA 147-95
Contact: Anthony Willett
(202) 267-3883

FAA STATEMENT ON AVIATION SAFETY INSPECTORS

The safety of aviation in our country has long been the FAA's highest priority, and our aviation safety inspectors are the backbone of this effort. But Congress has already indicated it wants to cut as many as half the number of aviation safety inspectors that the Administration has proposed hiring in the coming year. This 50 percent cut would severely damage the agency's ability to meet the increasing workload placed upon safety inspectors and hamper their ability to receive necessary training.

We will not compromise safety, but a lack of safety inspectors will force a reprioritization of inspections, making it difficult on airlines which want to add new equipment, upgrade training requirements and make other safety improvements. These inspectors are a critical link in aviation safety. Congress should fully fund the Administration's request to ensure adequate safety inspector staffing and training.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Saturday, October 14, 1995

APA 148-95
Contact: Anthony Willett
Tel.: (202) 267-3883

FAA STATEMENT ON FLUSHING VANDALISM

An unmanned weather facility in Flushing, New York, was vandalized yesterday. The vandalism was discovered immediately by the FAA. There was no threat to aviation safety at any time. The FBI has been called to investigate, as is standard procedure whenever a federal facility is involved. The FAA is cooperating with authorities in the investigation. It is inappropriate for the FAA comment further.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
October 17, 1995

APA 149-95
Contact: Theresa L. Kraus
Tel.: (202) 267-3854

NEW OCEANIC AIR TRAFFIC CONTROL TECHNOLOGY BECOMES OPERATIONAL

The Federal Aviation Administration (FAA) announced today that it has begun operational trials of the Future Air Navigation System (FANS-1) oceanic data link service at its Oakland, Calif., air route traffic control center.

Oceanic data link is a breakthrough technology that uses two-way satellite communications to provide -- for the first time -- accurate, timely, and direct pilot-to-controller communications over oceans and other remote areas that are normally out of range of ground-based radar.

Oceanic data link allows pilots to fly more flexible and direct routes, saves time and money for the airlines, increases safety for passengers, and creates a more efficient trans-oceanic airspace. "This is the first step towards oceanic free flight, which will give pilots the flexibility to operate without specific route, speed or altitude clearances," said FAA Administrator David R. Hinson.

Almost two years ago, the FAA originated a partnership among industry, airlines, and service providers to expedite new technology and to capitalize on the operational and financial benefits of direct controller-to-pilot communication over the open ocean. The civil aviation authorities of Australia, New Zealand, Tahiti and Fiji, along with United Airlines, Air New Zealand, Qantas, the Boeing Corporation, and the telecommunications service providers Aeronautical Radio, Inc. (ARINC) and the Societe Internationale de Telecommunications Aeronautiques (SITA), provided invaluable support to the project.

"The successful operations over the South Pacific represent 23 months of development and testing by a dedicated group of FAA employees in cooperation with domestic and international partners," Hinson said. "I want to congratulate the entire team on their extraordinary efforts in adapting this technology to the needs of the airline industry."

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In the past, such communications were provided indirectly via third-party high-frequency voice radio operators. Controllers had to rely on position reports radioed periodically from pilots and relayed by ground-based third-party radio operators. Because of time delays in receiving these reports, a separation of as much as 120 miles had to be maintained between aircraft. Pilots employing FANS-I technology can relay aircraft positions to controllers as often as needed, improving safety and efficiency.

The onboard FANS-1 aircraft communication system is dependent upon compatible technologies on the ground. Oceanic data link is an enhancement to the telecommunications processor system delivered to the Oakland air route traffic control center earlier this year. Through that system, using a computer display, the controller will "link on" to FANS-1 aircraft and exchange messages over a satellite network. Both the FANS-1 system and the telecommunications processor were developed by Aviation Technology Systems Corporation of Manassas, Va. The requirements for the oceanic data link technology were developed for the FAA by the Mitre Corporation. CSSI and TRW Corporations provided systems engineering and implementation support services.

Oceanic data link is part of a series of planned incremental replacements of the FAA's oceanic automation systems at the Oakland, New York, and Anchorage, Alaska, air route traffic control centers. The FAA plans to expand data link service to the central and north Pacific in 1996, and to the Atlantic in 1997. A new controller situation display is planned for 1996, and a complete replacement of the flight data processing system is underway with deliveries beginning in 1998.

"Rapid changes in aviation require rapid responses from the FAA," said Hinson. "Even a successful technology program like this one is often plagued by bureaucratic constraints and funding concerns that could be eliminated by the type of FAA reform proposed by Senators John McCain (R-Ariz.) and Wendell Ford (D-Ky.) and supported by the Clinton administration. It is clear that for the FAA to manage the unprecedented growth in aviation safely and efficiently we need a permanent solution to our procurement, personnel and financing problems. Without such reform, it will be difficult to meet the capacity demands of the aviation industry and provide the necessary resources to complete FAA's modernization plan."

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Tuesday, Oct. 17, 1995

APA 150-95
Contact: Henry J. Price
Tele: (202) 267-8521

OVERSEAS FLIGHT ENCOUNTERS TURBULENCE ENROUTE TO SAN FRANCISCO

Initial reports from the Federal Aviation Administration indicate that a United Airlines Boeing 747 Flight Number 806 enroute from Hong Kong to San Francisco, Calif., today experienced air turbulence at 33,000 feet, two hours from its destination. The plane landed safely at 12:42 p.m. EDT. Six passengers were injured due to the event. The agency is investigating the incident.

In June, following two earlier turbulence-related incidents, Transportation Secretary Federico Peña called on the FAA to review its rules concerning seat belt usage to determine if the rules should be strengthened. The agency is currently reviewing its rules, and has not yet made a decision regarding increasing seat belt requirements.

"While incidents related to turbulence are rare, the FAA wants to make sure passengers understand the importance of wearing seat belts. Meanwhile, we are working with Secretary Peña to review our existing regulations and determine if further actions are needed," FAA Administrator David R. Hinson said.

The FAA's latest revision of seat belt rules was issued in 1992 and requires commercial airline passengers to fasten their seat belts when the airplane's overhead warning lights are turned on.

Turbulence, air movement that often can neither be seen nor expected, can cause erratic up and down or side-to-side movement of an aircraft as a result of atmospheric pressure, jet streams, mountain air currents, cold and warm fronts, thunderstorms, or other aircraft.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Tuesday, October 17, 1995

APA 151-95
Contact: Alison Duquette
Phone: (202) 267-8521

STATEMENT
OF FAA ADMINISTRATOR DAVID R. HINSON
ON THE NATION'S AIR TRAFFIC CONTROL SYSTEM

The Federal Aviation Administration (FAA) is a unique federal agency, operating 24 hours per day, 365 days per year, handling two aircraft flights per second, and daily moving 1.5 million passengers safely to their destinations.

The Clinton Administration inherited numerous problems at the FAA. This Administration is acting aggressively to address today's challenges and to plan for the future. We have a comprehensive plan in place to manage aging equipment and other challenges and we are committed to achieving our goal of 100 percent safety -- zero accidents.

To make sure we have the tools to achieve these goals, the FAA is now working with Congress on FAA reform legislation, which would provide fundamental changes in financing, personnel and procurement, giving the agency the flexibility it needs to resolve existing problems and to manage future challenges.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, October 18, 1995

APA 152-95
Contact: Drucella Andersen
Tele.: (202)267-3883

STATEMENT ON BOB HOOVER

The Federal Aviation Administration (FAA) today granted noted aviator Robert "Bob" Hoover a restricted second-class medical certificate, allowing the aerobatics pilot to resume performing at air shows in the United States. In addition, Mr. Hoover has been granted full third-class privileges, allowing him to fly as a private pilot.

Since December 1993, Mr. Hoover has been unable to pilot aircraft under FAA rules because of a medical condition determined by the agency to be disqualifying under the medical standards.

The agency has always been willing to reconsider airmen for medical certification whenever there was a reason to believe that the circumstances that prompted the denial of such certification may have changed. Such is the case with Mr. Hoover. It has been more than two years since the FAA revoked Mr. Hoover's unrestricted medical certificate. The results of new tests conducted this summer and evaluated by outside medical specialists have led the FAA to conclude that Mr. Hoover's condition has stabilized. In light of this, it is appropriate to grant Mr. Hoover a restricted second-class medical certificate that will enable him to resume his air show performances, but under more medical scrutiny than would be required of an airman with an unrestricted second-class medical certificate.

While holders of unrestricted medical certificates are required to take medical tests at least every two years, under his restricted certificate Mr. Hoover will be required to be tested annually and his tests will be more comprehensive. With appropriate operational restrictions and periodic follow-up evaluations, the FAA believes that medical certification now can be granted.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Friday, Oct. 20, 1995

APA 154-95
Contact: Henry J. Price
Tele: (202) 267-8521

TIME CHANGE

FEDERAL AVIATION ADMINISTRATION
AVIATION MAINTENANCE
AWARD OF MERIT
MONDAY, OCT. 23 AT 1:45 P.M.
FAA HEADQUARTERS, ROOM 9 A-B-C
800 INDEPENDENCE AVE., S.W.
WASHINGTON, D.C.

FAA Administrator David R. Hinson will present an Aviation Maintenance Award of Merit to recognize a recently formed organization that has worked to maintain and establish high ethical performance standards in the aviation maintenance industry. The time of the event has been changed from 10:30 a.m. to 1:45 a.m. on Monday, Oct. 23. It will be held at FAA Headquarters, Room 9 A-B-C, 800 Independence Ave., S.W., in Washington, D.C.

At a 1993 convention of aviation maintenance professionals, the FAA challenged the industry to develop a set of high ethical and performance standards for its community. The award will be presented to an organization that has successfully met the agency's challenge, demonstrated a commitment towards promotion of a professional maintenance work force, and fostered career growth in this vital aviation safety field.

This Award of Merit reprents recognition by the FAA of a group which has taken significant steps to promote aviation safety.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Friday, October 20, 1995

APA 155-95
Contact: Don Zochert
Phone: (708) 294-7430

STATEMENT
ON THE NATIONAL ROUTE PROGRAM

The National Route Program (NRP) is successfully being used around the nation in a phased-in approach. The NRP is designed to improve the efficiency of the nation's airspace system while maintaining the highest level of safety.

The NRP removes unnecessary restrictions by permitting pilots to select the most direct, cost effective routes. Air traffic controllers, pilots, and airspace users are actively involved in the development and implementation process.

With domestic air traffic predicted to increase by 60 percent by the year 2,000, the NRP will provide more direct routes which will better enable air traffic controllers to handle increased traffic flow and ensure the safe separation of aircraft. More direct routing will reduce operating costs for airspace users, as well as flying time and delays for passengers.

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FAA NEWS

For Immediate Release
October 20, 1995

Contact: Arlene Salac
718-553-3010

Statement on United Airlines Flight 976 Incident

The Federal Aviation Administration is currently working with the Federal Bureau of Investigation to determine the facts in the alleged unruly passenger incident aboard United Airlines flight 976. The flight landed at John F. Kennedy International Airport this morning at 6:16 a.m. from Buenos Aires, Argentina.

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FAA News

Washington, D.C.

MEDIA ADVISORY
Tuesday, October 24, 1995

APA 156-95
Contact: Marcia Adams
Tel.: (202) 267-3488

MONTHLY MEDIA BRIEFING
SCHEDULED FOR OCTOBER 25

WASHINGTON -- FAA Administrator David R. Hinson will host the agency's monthly media briefing on Wednesday, October 25, from 3 p.m. - 4 p.m.

The briefing will be held in conference room 9ABC on the 9th floor of the FAA headquarters building, 800 Independence Ave., S.W., Washington, D.C. Due to the informal nature of the briefing, no cameras will be allowed.

The briefing is open to working press only.

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

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Tuesday, October 24, 1995

APA 157-95
Contact: Bob Hawk
Tel.: (202) 267-3476

STATEMENT

NATIONAL TRANSPORTATION SAFETY BOARD MEETING ON RALEIGH-DURHAM ACCIDENT, DECEMBER 13, 1994

The Federal Aviation Administration (FAA) will begin an immediate review of recommendations issued today by the National Transportation Safety Board (NTSB) in connection with an accident on December 13, 1994, in Raleigh-Durham, NC.

The FAA is currently developing comprehensive new requirements to achieve "one level of safety" for all scheduled commercial flights. The effort includes requiring all commuter airlines that operate airplanes with 10-30 seats to meet rigorous standards equivalent to the major air carriers. The agency is also working on related requirements covering pilot rest and duty time, training and use of simulators for training and crew resource management.

The changes under review by the FAA are a direct response to public concerns about air safety and the tremendous growth of the commuter airline industry, said David R. Hinson, FAA administrator.

"While the safety record of commuter airlines has improved steadily, setting a uniform safety standard for the smaller and larger carriers will ensure maximum safety as the commuter industry continues to grow," said Mr. Hinson. "The purpose of our review is to achieve the highest level of safety without imposing unncessary regulations or costs that hamper this goal."

Underscoring that safety is the FAA's highest priority, Mr. Hinson said the agency regards the board's recommendations seriously, stressing that he has also asked the FAA staff to provide responses to the NTSB as expeditiously as possible, and certainly within the required time frame.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, October 25, 1995

APA 158 -95
Contact: Marcia Adams
Tel.: (202) 267-3488

VERBURG NAMED TO TOP ADMINISTRATION POST

Dr. Edwin A. Verburg, a veteran financial analyst, has been named the agency's associate administrator for administration, responsible for overseeing the Federal Aviation Administration's (FAA) $8 billion budget, financial and human resource programs.

Verburg comes to the FAA from the Treasury Department where he was a top financial officer.

"Dr. Verburg brings a fine business sense to this agency," said FAA Administrator David R. Hinson. "He is an expert in finance, human resource, and management analysis. His experience will serve the agency well as we are tasked to do more with shrinking resources. I am confident he will build on the excellent work of Dale McDaniel who is retiring from the position after more than 30 years of public service."

In addition, Verburg will oversee the agency's nine regional offices located across the country. He will also oversee the Mike Monroney Aeronautical Center in Oklahoma City, Okla, which is responsible for air traffic controller and technician training as well as logistical support for the national airspace system.

Verburg's federal government career spans nearly two decades. He has also worked on the local and regional levels. Prior to his position as the deputy chief financial officer at Treasury, he held several senior management positions with the Interior Department. Active in continuing education, he was instrumental in establishing the George Washington University's financial officer certification program, where he now serves on its Advisory Board.

Throughout Verburg's career, he has received numerous awards for special achievement. These awards include, the Secretary of the Treasury's Distinguished Service Award in 1995, the George Washington University's Distinguished Public Service Award in 1994, and the Presidential Rank Award for Meritorious Service in 1991.

Verburg holds a doctorate in public administration from George Washington University, a master's degree in city and regional planning from the University of California at Berkeley, and a bachelor of science degree in environmental design from California Polytechnic University.

He and his wife reside in Arlington, Va., with their two children.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, October 25, 1995

APA159-95
Contact: Jeffrey Thal
Tel.: (202) 267-7344

FAA AWARDS CONTRACT TO PURCHASE NEW BACKUP POWER SYSTEMS

The Federal Aviation Administration (FAA) has taken a major step forward in upgrading aging equipment in the nation's air traffic control system by awarding a five-year contract for up to $87 million to buy state-of-the-art emergency electrical systems.

The contract will permit the FAA to purchase and install diesel and propane engine generators that provide emergency backup power to large and small air traffic control facilities throughout the United States. The contract was awarded to the Kohler Company of Kohler, Wis.

"The award of this contract is significant because it will enable the FAA to replace backup power systems that were installed in the 1950s, '60s and early '70s, and have become unreliable or difficult to maintain," said FAA Administrator David R. Hinson. "This contract opens the path to purchase and install state-of-the-art backup power supply systems as efficiently and quickly as possible. Depending upon congressional funding, the contract will allow us to replace all FAA's engine generators in as little as five years."

The National Engine Generator Replacement project calls for the FAA to purchase commercial, off-the-shelf power systems -- as many as 60 the first year -- directly from Kohler, the manufacturer of the systems. The FAA will not be required to buy or store engine generators, repair parts or other supplies, but rather will be able to quickly acquire and install systems as they are needed. The contract also provides for the purchase of backup power systems for newly-installed facilities.

A unique feature of the contract award was the full-scale performance testing required of the bidders to the contract, as opposed to the developmental-type contract where first-article testing takes place after contract award. This award process is expected to save from four to seven months in the initial stages of the contract. Delivery of systems to the field is expected to begin within two months.

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"The awarding of this contract demonstrates the way the FAA could function more effectively on a daily basis with the kind of reform described in S. 1239, the Air Traffic Management System Performance Improvement Act, introduced by Senators John McCain (R-Ariz.), Wendell Ford (D-Ky.) and Ernest Hollings (D-S.C.) and Representative Bob Clement (D-Tenn.)," Hinson continued. "With a streamlined procurement system as called for in the bill, we could identify those best qualified to build new systems and know we had the funds to take full advantage of new technology. This would enable us to better meet the capacity demands of the aviation industry and ensure the successful completion of the the entire FAA modernization plan."

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Wednesday, October 25,1995

APA 160-95
Contact: Jeffrey Thal
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DISPLAY SYSTEM REPLACEMENT CLEARS FIRST MAJOR MILESTONE

The Federal Aviation Administration (FAA) announced that the Display System Replacement (DSR), the centerpiece of the agency's plan to replace aging air traffic control computers with state-of-the-art computer and display equipment, is on track with both schedule and costs.

The finding is the result of a critical design review (CDR) completed on Sept. 13, two days ahead of schedule.

"This is a positive development for the future of our nation's air traffic control system," said FAA Administrator David R. Hinson. "It is a clear indication that our decision to go forward with the DSR was the correct one, and that the contractor, Loral, is performing up to our expectations. We're very pleased with the results of this review."

The CDR was a thorough and comprehensive review that took a hard look at the contractor's design of the DSR system. It compared the design to the specifications outlined by the FAA in the initial DSR contract. The review determined that at its current stage, DSR development is progressing as expected and that agency's requirements are being met. The program is ready to move to the next stage, which is to begin testing the DSR in a simulated air traffic control environment.

The DSR development program will replace aging display processing computers and provide new, state-of-the-art work stations for air traffic controllers at the nation's 21 en route air traffic control centers, which is a significant step forward in the airspace modernization program.

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While the DSR program continues on schedule, Hinson said that the air traffic control modernization program would be enhanced by the streamlined procurement system called for in the FAA reform proposal of Senators McCain, Hollings and Ford, and Congressman Clement, and in the FY1996 appropriations report passed last week by the House and Senate conference committee. He added that if this proposal is enacted, the FAA will be better able to take advantage of new technologies to meet the capacity and safety demands of the aviation industry, while providing the FAA with the necessary resources to complete the entire air traffic control modernization program.

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Friday, October 27, 1995

APA 163-95
Contact: Tim Pile
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DENVER AIRPORT PERFORMS WELL IN SEVERE WEATHER

The Federal Aviation Administration today announced the results of its review of Denver International operations during last Sunday's snowstorm, finding that the airport performed extremely well under severe weather conditions. The FAA's northwest mountain regional administrator, Fred Isaac, today briefed Rep. Pat Schroeder on the agency's review during a tour of the airport.

"We are very pleased with Denver International's performance under extremely harsh weather conditions earlier this week," Isaac said. "The snowstorm proved that Denver International is head and shoulders above every other airport in terms of efficiency in severe weather. But the snowstorm also gave us important insight into a new facility that continually faces some of the most challenging weather this country has to offer. Our controllers, technicians and the airport performed superbly. We are working closely with our air traffic control partners to resolve the minor problems that arose. Our goal is to ensure safe and efficient operation."

The arrival rate at the new airport during the snowstorm averaged a high of 72 and a low of 12 per hour. It is believed that this snowstorm would have closed Stapleton Airport. Average arrivals at the old airport in less severe weather conditions were about 40 per hour.

(more)

Despite the blizzard, and numerous diversions and canceled flights, the airport experienced only 35 flight delays as a result of the air traffic control system. A similar snowstorm in February of last year at Stapleton triggered 202 delays. Currently, the new Denver Airport is averaging about 100 arrivals per hour in its first six months of operation.

The agency's review focused on overall performance of the air traffic control system, including examination of the airport surface detection equipment. The detection equipment is a radar atop the tower cab that assists controllers in managing activity on the ground even in near-zero visibility. The agency concluded that the radar was operating within the system's requirements during the storm.

On the night of the storm, a truck made a wrong turn onto an active runway, causing an incoming United Airlines jet to circle the field and land without incident a few minutes later. The jet was on final approach for landing, and with measured visibility at 5,000 ft., the pilot spotted the vehicle's flashing roof-top beacon lights and initiated the "go-around" procedure.

The air traffic control tower cab sustained minor water damage during the storm. Winds exceeding 60 mph drove snow beneath flashing on the tower roof, which damaged ceiling tiles below. The leaks were scheduled to be caulked and sealed today. A controller struck by a falling ceiling tile was uninjured. Two tower air traffic control positions that were taken out of service and covered to protect them from water and debris damage were returned to service on Wednesday. Sufficient operating positions remained open, causing no impact to air traffic control operations. The tower cab contains 10 control positions.

"Denver International's ability to maintain 72 arrivals per hour in these circumstances is substantially higher than Stapleton," Isaac said. "This is a credit to the technology, the controllers and the support people who deliver safe and efficient service in all weather. Thanks to these fine professionals and this excellent facility, what we have in Denver International is the ability to continue operations in extremely poor weather conditions."

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Monday, October 30, 1995

APA 164-95
Contact: Diane Spitaliere
Tel.: (202) 267-8521

FAA ANNOUNCES FINAL DECISION ON NEW JERSEY ENVIRONMENTAL IMPACT STATEMENT

Media Advisory

NEWARK -- Barry Valentine, the Federal Aviation Administration's assistant administrator for Policy, Planning and International Aviation, will announce the agency's final decision on the New Jersey Environmental Impact Statement on Tuesday, October 31, at 2 p.m. The announcement will be made during a news conference at the Newark International Airport Marriott Hotel, in Salons A, B, and C.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Tuesday, October 31, 1995

APA-165-95
Contact: Diane Spitaliere
(202) 267-8521

FAA ANNOUNCES FINAL DECISION ON ENVIRONMENTAL IMPACT STATEMENT FOR THE STATE OF NEW JERSEY

After carefully considering extensive public comments that were received over a four-year period, and operational and environmental factors, the Federal Aviation Administration (FAA) today announced its final decision on the New Jersey Environmental Impact Statement (EIS). The agency will modify current procedures to incorporate a mitigation measure -- known as the Solberg Mitigation Proposal -- to reduce aircraft noise in the Scotch Plains and Fanwood areas of Union County New Jersey.

Once implemented early next year, the Solberg Mitigation Proposal will reduce noise for 18,755 Union County residents who expressed concern about increased noise levels over New Jersey since the 1987 realignment of east coast aircraft routes. This is approximately 40 percent of the 45,600 New Jersey residents who were affected by the realignment. There will be no comparable increase in noise for other New Jersey residents and no noise effects for residents living outside of New Jersey.

"This decision does not in any way signify the end of the agency's commitment to work with New Jersey residents to reduce aircraft noise," said FAA's assistant administrator for Policy, Planning and International Aviation Barry Valentine. "What it does is bring closure to the New Jersey EIS process, allowing the agency to seek mitigation strategies as part of a regional follow-on study."

The Solberg Mitigation Proposal is similar to a plan submitted by the Scotch Plains-Fanwood Citizens Against Aircraft Noise and would reduce noise by making the following changes:

o Routes currently over Summit, Madison and Morristown, which then head west toward Long Valley, would be moved more to the north through Union and Essex counties, then cross Morris County near Boonton and Dover.

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o Newark westbound departures currently routed over three geographical fixes, known as "Parke," "Biggy," and "Lanna," that overfly Plainfield, Scotch Plains, and Berkley Heights, would proceed to a new departure gate located over the Solberg Navigational Aid (near Readington, NJ).

o Newark westbound departures currently routed by the geographical fix known as "Eliot" would initially proceed northwest and turn west over Morris County.

o To allow for new departure routing over Solberg, LaGuardia Airport arrivals would be moved about 10 miles south of Solberg on a course from Allentown, Pa. to Raritan Bay.

The agency has worked closely with the public in addressing this issue. In finalizing the Environmental Impact Statement, the FAA carefully considered testimony from more than 1,200 federal state, and local elected and appointed officials and citizens. Also considered were 2,800 comments received at the more than 30 public hearings and meetings during a comment period that exceeded 500 days in total. The agency extended the comment period on both the November 1992 draft EIS and the September 1994 supplemental draft EIS several times to accommodate requests by federal, state, and local officials, and the New Jersey Coalition Against Aircraft Noise.

The FAA intends to continue working with federal, state, and local elected and appointed officials, the Port Authority of New York and New Jersey, the airlines, noise groups, and the general public to determine mitigation strategies for aircraft noise in the New York and New Jersey metropolitan area.

Arlene Feldman, FAA's Eastern Regional Administrator who oversees agency activities in New York, New Jersey, Pennsylvania, Maryland, Virginia, West Virginia, Delaware, and Washington, DC, reaffirmed her commitment to working with New Jersey citizens. "Since I accepted this position more than a year ago, I have opened the lines of communication with residents throughout the region who have expressed concern about noise," said Feldman. "Now that the New Jersey EIS process has come to a close, I look forward to a 'new beginning' and plan to continue to work very hard with all of our citizens to reach our mutual goals."

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