

FAANEWS

STATEMENT

Jan. 3, 1996 -- The Federal Aviation Administration (FAA) was advised by United States sources in Colombia that initial forensic tests indicate the presence of alcohol in the remains of the captain of American Airlines flight 965 which crashed on Dec. 20 near Cali, Colombia.

As the testing is ongoing and there are no confirmed results from the Colombian representatives, it is inappropriate to comment further. The National Transportation Safety Board (NTSB) is the U.S. representative in the investigation of the crash and will issue all official statements.

However, the FAA has committed its full cooperation with the Colombian government and with the NTSB should the Colombian government elect to retest forensic samples.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, January 3, 1996

APA 02-96

Contact: Diane Spitaliere

Tele: (202) 267-8521

The Federal Aviation Administration (FAA) was advised by United States sources in Colombia that initial forensic tests indicate the presence of alcohol in the remains of the captain of American Airlines flight 965 which crashed on Dec. 20 near Cali, Colombia.

As the testing is ongoing and there are no confirmed results from the Colombian representatives, it is inappropriate to comment further. The National Transportation Safety Board (NTSB) is the U.S. representative in the investigation of the crash and will issue all official statements.

However, the FAA has committed its full cooperation with the Colombian government and with the NTSB should the Colombian government elect to retest forensic samples.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, January 4, 1996

APA 01-96

Contact: Bob Hawk

Tel.: (202) 267-3476

MEDIA ADVISORY

FAA TO RELEASE AIR TRAFFIC CONTROL TAPE OF CARROLLTON, GEORGIA, EMB-120 ACCIDENT

The Federal Aviation Administration (FAA) will release at 10:00 a.m. on Friday, January 5, the air traffic control tape of the accident on August 21, 1995, involving Atlantic Southeast Airlines flight #529 near Carrollton, Georgia. Reporters will be able to record the tape and a transcript will be provided.

Location: Federal Aviation Administration
Room 9ABC
800 Independence Avenue, S.W.
Washington, D.C.

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

Reporters who are unable to attend may listen to the tape by calling the FAA's phone bridge -- 1-800-226-6588 -- at least 5-10 minutes prior to the 10:00 a.m. release so as to be on line in time for the event.

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Editor's Note:

The tape and transcript will be released only at the FAA's Washington headquarters.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, January 5, 1996

APA 03-96

Contact: Sandra Allen

Tel.: (202) 267-3333

**STATEMENT BY DAVID R. HINSON, ADMINISTRATOR,
FEDERAL AVIATION ADMINISTRATION,
ON FORENSIC TESTING
CONDUCTED BY COLOMBIAN GOVERNMENT**

The Federal Aviation Administration (FAA) has been advised that additional forensic tests on the crew of American Airlines flight #965 that crashed near Cali, Colombia, on December 20, 1995, have been conducted by the Colombian government for inclusion in its investigation of the accident.

Any comment on the tests will be issued by Colombian government investigators, since Colombia is primarily responsible for the overall investigation.

The FAA has pledged its full cooperation to the Colombian government, in accordance with International Civil Aviation Organization (ICAO) protocols, and with the National Transportation Safety Board (NTSB), which is the accredited U.S. representative in the investigation. Since the accident is under investigation, the FAA cannot comment further.

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FAA News

Washington, D.C.



Friday, January 6, 1995

Contact: Marcia Adams (202) 267-8521

MEDIA ADVISORY

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

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

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

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

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

Note to reporters:

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

DA



**U.S. Department of
Transportation**

News:

Federal Aviation Administration

**Office of External Affairs
Northwest Mountain Region
1601 Lind Ave., Southwest
Renton, Washington 98055-4056**

Colorado, Idaho, Montana, Oregon, Utah, Washington, Wyoming

Jan. 9, 1995

Rel. 96-09

More information - Mitch Barker 206/227-1203 or Tim Pile 206/227-2004

For immediate release:

FAA: DIA radars operate safely

The Federal Aviation Administration today issued a performance summary of various air traffic radar services at the Denver International Airport. The facilities were the subject of a Jan. 7 *Denver Post* story that asserted the airport's radar failed 75 percent of the time during a recent six month period.

In issuing the summary, FAA Regional Administrator Fred Isaac said, "The fact is the surveillance radars — the backbone radar system controllers use to direct airplanes in and out of DIA — are working well.

"Our maintenance records for the period May 1 through Oct. 31, show a radar service availability of 97 percent, he said. "This considers both scheduled and unscheduled interruptions. There has never been a total loss of surveillance service for the airport.

"An airport whose radars are operating as poorly as described in the *Denver Post* article could not possibly produce the significant delay reductions that have occurred at Denver," he continued.

The summary indicates the new airport has consistently outperformed Stapleton International, which had five times greater delays in the period comparable to the new airport's first six months of operation.

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FAA
ATS
VICARS-EMIT
WILLETT

Fact Sheet

Denver International Airport FAA Radar Services January 9, 1996

Background

This Fact Sheet has been prepared to present the Federal Aviation Administration position in response to a news story in the January 7, 1996, Denver Post, on radar service availability at Denver International Airport.

We are concerned about the misleading nature of this story. In its 10-1/2 months of operation, the new Denver airport has consistently outperformed the airport it replaced, Stapleton International Airport. Comparing the first six months of DIA's operation to those at Stapleton a year earlier, the Stapleton delays were five times greater! This translates to convenience and better service to the flying public.

Facts

The Denver airport is served with three types of radar systems: airport surveillance, ground and weather.

Airport Surveillance Radar (ASR)

Airport surveillance radar is the backbone radar system for the airport, the system most indispensable for air traffic control. Two radar sites are used to assist air traffic controllers for aircraft within 60 miles of the airport. The site on the west side of DIA provides fundamental radar service for flow in and out of Denver under all weather conditions. The second ASR site is near Platteville and provides additional coverage to the north. FAA maintenance statistics for the period of May 1, 1995, through October 31, 1995, show a radar service availability (the amount of time the service is available on a 24-hour basis) of **97 percent**. This considers both scheduled and unscheduled shutdowns. Scheduled shutdowns are carefully coordinated to occur when traffic is light; unscheduled shutdowns are generally the most significant of the two. Considering only unscheduled shutdowns, the availability of service is more than **99 percent**. With the two radar sites, one system serves as a backup for the other when necessary.

Airport Surface Detection Equipment (ASDE)

The radar system that displays aircraft and vehicle movements on the runways and taxiways is called Airport Surface Detection Equipment. This radar helps tower controllers see airplanes taxiing to the runway when ground fog or other weather conditions obscure line of sight. ASDE radar is considered an enhancement; most airports operate without one. There are two ASDE radars at DIA, one atop the airport traffic control tower, the other east of the tower.

The control tower ASDE was in service 58 percent of time in question. For 75 of the 181 days - July 22 to October 3 - it was removed from service because of a main bearing failure. It occurred during summer and early fall when fog conditions are virtually nonexistent. The second ASDE was placed into service on October 13 and experienced problems with the mapping displays on the controller's radar scope. This caused an availability of only 60 percent from the 13th to the 31st of October. These initial service problems have been corrected and both ASDE radars are performing well.

None of the ASDE interruptions caused controllers to reduce the Airport Acceptance Rate during the period in question. Neither the safety nor the efficiency of the airport was derogated.

Terminal Doppler Weather Radar (TDWR)

TDWR is only one of three systems that operate at DIA to provide weather information to the controllers. The Low Level Windshear Alerting System (LLWAS) and the Airport Surveillance Radar (ASR) also provide independent sources of weather. TDWR is significant to the operations at DIA during prime thunderstorm activity from mid-April through November.

The airport opened on February 28, 1995, with the TDWR in a non-commissioned status, operating as a stand-alone system. Verifiable performance data is available beginning with the August 11, 1995, commissioning. Through October 31, 1995, the TDWR has been available 94 percent of the time. This includes both scheduled and unscheduled shutdowns. Its availability, based on unscheduled shutdowns only, has been greater than 97 percent. The unscheduled shutdowns have primarily been as a result of communication (land line) problems.

Work is currently underway to integrate the TDWR and the LLWAS into a single display as an enhancement to the service already provided.

The Bottom Line

As shown above, performance of the backbone radar system, the ASR, has been excellent. Performance and function of the other radar systems, Doppler weather and ground radar, have been such that no significant service impacts have resulted to date.

Efficiency, as measured by delays, is the strongest indicator of how well the radars at the airport are operating. When equipment is taken out of service (for whatever reason) operational changes are made (ground hold, increased separation, etc.) in order to maintain safety margins.

The average number of delays per month in the 10 months since DIA opened is 128. The highest was in June, 1995, when there were 314 delays, and there were no delays in December 1995. For a comparable period of operations (landings and takeoffs) at Stapleton in 1994, the average number of delays per month was 659. The highest was in April 1994 when there were 1702 delays, and the lowest was in September of 1994, when there were 173 delays. The average delay rate at Stapleton for the 10 months in 1994 comparable to the first 10 months of DIA's operation was five times as great.

In conclusion, the Denver International Airport has been served well by FAA radar systems. The airport's impressive reduction in delays over Stapleton International Airport is a direct reflection of the performance of FAA's radar systems.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Thursday, January 11, 1996

APA 05-96

Contact: Anthony Willett
(202) 267-3883

**STATEMENT
BY
BILL JEFFERS
DIRECTOR OF FAA'S AIR TRAFFIC SERVICE**

The Federal Aviation Administration does not condone behavior that demeans any race or culture. The FAA is investigating alleged activities at Indianapolis air traffic control tower. Based on an interim report, the agency has made some temporary personnel actions. If appropriate, the investigation will result in permanent disciplinary action.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, Jan. 17, 1996

APA 06-96

Contact: Henry J. Price

Telephone: (202) 267-8521

**AIRPORT CHIEF DEPARTS FAA;
ACTING REPLACEMENT APPOINTED**

Federal Aviation Administration (FAA) Administrator David R. Hinson announced today that Cynthia Rich, associate administrator for airports, will leave her position effective the end of January to pursue career opportunities outside the Washington, D.C., area. James Washington, a 17-year veteran of the agency, has been named acting associate administrator for airports.

"During a period of dramatic change at the FAA, Cynthia Rich has made significant contributions to aviation, particularly in the safety and efficiency of our nation's airports," Hinson said. "Her dedication and professionalism have set new standards for the agency as it prepares to meet the challenges that lie ahead."

Rich was appointed to FAA's Office of Airports in March, 1994. Prior to her work at agency, she was director of the Cleveland Department of Port Control. A licensed Certified Public Accountant, Rich also served on the boards of the Airports Council International - North America and the American Women's Society of CPAs in Northeast Ohio. An accredited member of the American Association of Airport Executives, Rich is a 1976 graduate of Kent State University.

Washington currently serves as deputy director for FAA's Office of Air Traffic. In the agency's number-two position in the air traffic office, he shares responsibility for management of U.S. air traffic control facilities, personnel, policies, procedures, standards and criteria. Washington also served in FAA's Great Lakes Region in its airports and air traffic divisions. Washington holds a masters degree in public administration from Syracuse University's Maxwell School of Public Affairs and a bachelors degree from Dartmouth College. He also is a member of the American Society for Public Administration.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, January 17, 1996

APA 07-96

Contact: Dianne Speed

Tele: (202) 267-8521

MEDIA ADVISORY

**FAA TO RELEASE AIR TRAFFIC CONTROL REPORTS
JANUARY 19, 2 P.M.**

The FAA will release two reports detailing the agency's efforts to address equipment and power supply problems at traffic centers throughout the country, at 2 p.m., January 19. The media briefing will be hosted by Monte Belger, FAA's associate administrator for air traffic services, in FAA headquarters' conference room 9ABC.

The first report details an independent review of the agency's power supply systems by a blue ribbon panel of experts outside the FAA. The second report, an internal review of the nation's air traffic centers, was prepared by agency air traffic and maintenance experts.

A listen-only phone bridge for working press will be set up at (800) 226-6588. Reporters unable to attend should call in to the bridge approximately 15 minutes before the briefing starts.

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Thursday, January 18, 1996

APA 08-96

Contact: Sandra Allen

Tel.: (202) 267-3333

**STATEMENT REGARDING
BUSINESS WEEK ARTICLE
ON B-777 CERTIFICATION**

“While the Federal Aviation Administration has not had the opportunity to review the *Business Week* article, the record is clear that the testing and analysis of the B-777 was unprecedented its scope and breadth,” said Sandra Allen, the FAA’s assistant administrator for public affairs. “The certification process for this aircraft exceeded 125,000 staff hours by technical experts at the FAA. The agency maintains complete confidence in the certification process.”

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, January 19, 1996

APA 09-96

Contact: Anthony Willett

Tel.: (202) 267-3883

INDEPENDENT PANEL ENDORSES FAA EQUIPMENT, POWER ACTION PLANS

In a report released today by the Federal Aviation Administration, an independent panel of experts endorsed the agency's on-going efforts to resolve equipment and power concerns at America's 21 air route traffic control centers. The panel called the agency's fundamental design for replacing power conditioning systems "sound." The agency also released a second report, which detailed an internal review of the 21 centers last Fall.

"These reports affirm the agency's course of action on equipment and power systems," said FAA Administrator David R. Hinson. "The release of the reports is another part of the plan announced by the agency last August. We committed to replace aging computer hardware in the centers. We asked a team of independent experts to examine our power systems. We also committed to a thorough review of each center. These reports are part of an action plan that has been under way for several months.

"The scope and breadth of our actions to address equipment and power concerns continue to underscore the FAA's need for reform," Hinson said. "Congress has provided the agency with procurement and personnel relief, and the FAA already is developing plans that will allow us to hire when we need to and buy equipment when we need to. The agency still lacks the flexible financing that would free the FAA from an annual appropriations process. The McCain/Ford/Hollings Bill (S. 1239) proposes to provide the financial resources necessary for the FAA to manage the growth of aviation."

The reports also made 77 recommendations to the agency. Action by the agency to address the recommendations began immediately. "The blue ribbon panel of experts told us that we're on the right track with the plan to replace air traffic control equipment," said Monte Belger, the FAA's associate administrator for air traffic services. "The internal review contains recommendations made after speaking to over 500 controllers and technicians across the country. The recommendations validate our actions. Our continued ability to address the recommendations will be dependent upon appropriate funding levels."

(more)

The blue ribbon panel visited air traffic centers in Seattle, Minneapolis, Fort Worth and Kansas City. The team was tasked with examining service interruptions caused by facility power. The team consisted of representatives from AT&T, Florida Power & Light, Lockheed-Martin, Science Applications International Corp. an international technical consulting firm with divisional headquarters in San Diego), Sverdrup Corp. (an architectural engineering firm from St. Louis, Mo.), the Air Force, and the departments of Defense and Energy.

The agency's internal review of air route traffic control centers was accomplished by seven teams of air traffic and technical experts, each headed by a senior FAA executive.

BLUE RIBBON HIGHLIGHTS

- Installation of new power conditioning systems is sound. *Agency action:* New power conditioning systems have been installed at 15 centers and 3 terminal radar approach control facilities. Installation at the remaining seven sites will be complete by 1998.
- Staffing and training not adequate to support power systems. *Agency action:* Training on new power system has been expanded from eight weeks to 12 weeks. Computer-based and simulator training are being explored. Staffing for power systems will be increased in 1996.
- Communication should be improved for major installations. *Agency action:* To ensure adequate coverage, the agency put additional staffing in place when a location is receiving a new power system. The agency also brings in a senior technical expert from a location already converted to the new system for on-site assistance. Weekly teleconferences are held to discuss lessons learned.

AIR ROUTE TRAFFIC CONTROL CENTER REVIEW HIGHLIGHTS

- Contingency plans need to be updated. *Agency action:* To ensure that each major traffic center has a plan to handle service interruptions, a new FAA directive on contingency planning has been issued. In addition, the agency will conduct a national conference on contingency planning in March.
- Highly skilled technicians are critical to keep the system operating. *Agency action:* The agency hired 265 field technical personnel in 1995. The agency plans to increase technical personnel staffing by 166 in 1996.
- Knowledge of and familiarization with back-up systems must be improved. *Agency action:* The agency sent video training tapes on procedures used to transition to-and-from primary to back-up systems. A computer-based training program/curriculum will be developed by April.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, January 19, 1996

APA-10-96

Contact: Sandra Allen

Tel.: (202) 267-3883

STATEMENT ON *BUSINESS WEEK* ARTICLE

Safety is, and always has been, the Federal Aviation Administration's (FAA) first priority. Without fear or favor, the FAA historically has refused to certify any aircraft if there were reason to believe safety would be compromised. The certification last spring of Boeing's 777 is no exception to this philosophy. In fact, no aircraft in aviation history has undergone an FAA testing process as comprehensive and thorough as the review process for the 777's certification. Approximately 88 FAA engineers spent more than 125,000 hours testing this aircraft. We want America's flying public to know -- the Boeing 777 is safe.

The certification of an aircraft is an extremely complex process. The decision by the FAA to certify the Boeing 777 was based solely on scientific data and extensive analysis and testing. The *Business Week* article relied on documents from various stages of the certification process, which were portrayed as final decisions. These documents represent the give-and-take of the process which is important to fully resolve certification issues. We are disappointed that a national news magazine of the caliber of *Business Week* would publish an article based on inference and anonymous sources.

It also should be noted that the certification of the 777 was a joint effort coordinated by the FAA and the Joint Aviation Authorities (JAA), an organization representing 26 European aviation authorities that -- using the same data provided to the FAA -- arrived at the very same conclusion -- the Boeing 777 is safe to fly.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, January 19, 1996

APA 11-96

Contact: Sandra Allen

Tel.: (202) 267-3333

STATEMENT: MU2B

Whenever there is an accident, the Federal Aviation Administration (FAA) is concerned and participates with the National Transportation Safety Board (NTSB) in the investigation. It is inappropriate for the FAA to speculate on the cause of an accident or NTSB recommendations while the investigation is under way. The FAA is giving Rep. Johnson's letter full attention, as we are with all aspects of the NTSB investigation.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, January 23, 1996

APA 12-96

Contact: Anthony Willett
(202) 267-3883

STATEMENT

**NATIONAL TRANSPORTATION SAFETY BOARD
MEETING ON JANUARY 23, 1996
REGARDING AIR TRAFFIC CONTROL SERVICE INTERRUPTIONS**

The Federal Aviation Administration already has actions under way to address recommendations issued by the National Transportation Safety Board regarding air traffic control service interruptions.

"Historically, the NTSB issues to the FAA more recommendations than to any other transportation mode, and the Board has classified our action to address the recommendations as acceptable in more than 84 percent of them," said Monte Belger, the FAA's associate administrator for air traffic services. "The FAA's track record for responsiveness and acceptable closure of NTSB recommendations ranks first among all transportation modes. We will review and analyze these recommendations. Taken along with other recent reviews, this work by the NTSB will help us improve system reliability."

The agency's action plan for power and equipment addresses:

1. STAFFING:

- The agency hired 265 field technical personnel in 1995. The agency plans to increase technical personnel staffing by 166 in 1996.
- To ensure adequate coverage, the agency puts additional staffing in place when a location is receiving a new power system. The agency also brings in a senior technical expert from a location already converted to the new system for on-site assistance. Weekly teleconferences are held to discuss lessons learned.

- more -

2. TRAINING:

- The agency sent video training tapes on procedures used to transition to-and-from primary to back-up systems. A computer-based training program/curriculum will be developed by April.
 - Training on new power system has been expanded from eight weeks to 12 weeks. Computer-based and simulator training are being explored. Staffing for power systems will be increased in 1996.
3. EQUIPMENT: New power conditioning systems have been installed at 15 centers and 3 terminal radar approach control facilities. Installation at the remaining seven sites will be complete by 1998.
4. COMMUNICATION: To ensure that each major traffic center has a plan to handle service interruptions, a new FAA directive on contingency planning has been issued. The agency will conduct a national conference on contingency planning in March.

The NTSB report follows two other studies of equipment and power, by an independent panel of experts and an internal review by the FAA. The independent panel endorsed the FAA efforts, calling the agency's fundamental design for replacing power conditioning systems "sound." The agency's internal review of the 21 air traffic centers included several dozen recommendations, on which the FAA already is taking action.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, January 23, 1996

APA 13-96

Contact: Sandra Allen

Tel: (202) 267-3883

**RAPID GROWTH OF AVIATION INDUSTRY
UNDERScores NEED FOR FAA REFORM**

Federal Aviation Administrator David R. Hinson said today that U.S commercial aviation is entering what promises to be its greatest growth period ever. To manage such unprecedented growth, while continuing to ensure the safety, security and efficiency of aviation, Hinson said the Federal Aviation Administration (FAA) must develop new and better ways of doing business.

In a speech at the Aero Club of Washington this afternoon, Hinson said the strong recovery of the U.S. commercial airline industry, which went from staggering losses in recent years to record operating profits of \$5.3 billion in 1995, is expected to continue well into the future. He also noted the "permanent and long-lasting" revitalization of general aviation, and the increasing importance of aviation infrastructure in the global economy.

Hinson said the FAA is working hard to redesign its personnel and procurement systems under the authority granted the agency by Congress in the FY 1996 Transportation Appropriations bill. Those changes, due by April 1, promise the agency greater flexibility and efficiency in managing its highly skilled work force and fielding new equipment.

These new reforms are being constructed on a solid foundation. Under Hinson's leadership, the FAA has worked aggressively to streamline for greater efficiency, trimming its work force by 5,000 employees and reducing its annual budget by \$600 million since 1992.

According to Hinson, however, one critical change is still missing. To manage the future growth of aviation, he said, the FAA needs a predictable source of revenue that will grow along with the agency's increasing workload.

"Under current congressional projections, the FAA's budget in 2002 will be 14 percent less than in 1995, while the number of passengers traveling on U.S. airlines will increase 35 percent — from approximately 500 million to more than 800 million annually," Hinson said. "We need a long-term financing solution that will give us the flexibility and resources to plan and carry out long-term strategies. That's the only way we can continue to manage the dynamic growth of U.S. aviation while ensuring the safety and efficiency of air travel."

Hinson said there is a solution to the FAA's long-term financing problem. A bipartisan bill (S. 1239) — introduced by Senators McCain, Ford and Hollings and recently approved by the Senate Commerce, Science and Transportation Committee — would separate the FAA from the annual budget process and provide a stable and predictable revenue source.

Essentially, the bill would require users to pay a fair share for services they receive, including air traffic control, training, licensing, regulatory proceedings, and certification. The bill also would charge foreign airlines flying over U.S. airspace for U.S. air traffic services, which they currently receive at no cost. Hinson said S. 1239 would make the agency more accountable and do a better job of providing the financial resources the FAA needs to manage the future growth of aviation.

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*An electronic version of this release can be obtained via the World Webb at:
<http://www.dot.gov/affairs/index.htm>*

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Tuesday, January 23, 1996

APA 13-96

Contact: Sandra Allen

Tel: (202) 267-3883

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<http://www.dot.gov/affairs/index.htm>*

FAA News

Washington, D.C.



FACT SHEET

January 25, 1996

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

1994 DRUG TESTS SHOW LESS THAN ONE PERCENT IN AVIATION INDUSTRY TEST POSITIVE

For the fifth consecutive year, drug testing by the private sector aviation industry shows that less than one percent of employees and job applicants in the aviation industry tested positive for illegal drugs.

- The most recent data compiled and reported are for 1994. In 1994, 850 companies-- representing more than 90 percent of the employees in the industry who are subject to testing -- conducted 255,562 drug tests on employees and applicants for safety sensitive jobs. Of these, 2,504 -- or 0.98 percent -- tested positive. Pre-employment testing accounted for 84,339 of the tests resulting in 1,440 positive findings or 58 percent of all positive test results.
- Of the 2,504 positive results found, 1,331 were among aviation maintenance employees and applicants for such jobs; 784 were among security screeners and applicants; 175 were among flight attendants and applicants; 110 were among ground security personnel and applicants; 50 were among aircraft dispatchers and applicants; 16 were among flight crew and applicants; two were among non-FAA air traffic controllers and applicants; and one was a flight instructor.
- In 1994, random testing accounted for 913 positive findings out of 166,651 random tests conducted, or 0.55 percent. The 913 positives include 35 instances in which an employee refused to submit to a random test. Refusals are considered positive results in the statistics. Drugs detected in the positive tests were marijuana (543), cocaine (248), amphetamines (87) opiates (48), and PCP (2).
- Revised FAA requirements effective for 1994 expanded the data reported, but reduced the number of employers required to report to the FAA. Only Part 121 certificate holders and companies with 50 or more safety-sensitive employees were required to report. In addition to these employers, the FAA randomly selected other aviation employers to submit reports.

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, January 29, 1996

APA 14-96

Contact: Liz Neblett

Tel.: (202) 267-8521

UNITED STATES AND JAPAN STRENGTHEN AVIATION COOPERATION

As part of an ongoing effort to expand U.S.-Japan aviation relationships, the Federal Aviation Administration (FAA) and the Japan Civil Aviation Bureau (JCAB) agreed to work together to modernize air navigation systems in the North Pacific, as well as to explore the possibility of opening additional air navigation routes. The meeting marked the first time a director of the Japanese aviation bureau visited the United States.

The agreements came during meetings held Jan. 8-9 in Washington, D.C., that were attended by FAA Administrator David R. Hinson and JCAB Director General Masahiko Kurono. The meeting focused on air traffic control, research and development, safety, and airport and international initiatives.

"Cooperation between Japan and the United States is key to creating a modern air navigation system in the Asian Pacific region," Hinson said. "Aviation opens doors to the world community. It is vital that we promote a safe and technologically-advanced aviation system worldwide."

The FAA and JCAB agreed to implement Oceanic Data Link and Automatic Dependent Surveillance in the Central and North Pacific regions; continue technical exchanges between the Wide Area Augmentation System and Japan's proposed Multi-functional Transport Satellite; support international efforts to open new routes in the North Pacific region; move toward a seamless global air traffic management system; and continue efforts to improve communications between the two countries regarding efforts to manage the flow of air traffic.

-- More --

The FAA and JCAB also agreed to sponsor a Future Air Navigation System (FANS) working group, scheduled to meet in Tokyo early this year. Comprised of satellite technology, advanced automation, and digital data link, the FANS is designed to enhance safety and efficiency by making possible, for the first time, direct pilot and controller communications over remote areas.

The FAA also discussed improvements to its parallel approach separation standards, and offered its expertise to the JCAB in developing procedures. The FAA also offered to assist the JCAB in developing certification and air traffic control procedures to help Japan integrate helicopters into the fixed wing environment. Such measures will facilitate efficient transportation in densely populated areas and in disaster scenarios. The FAA also encouraged the JCAB to review its policies granting access to its major international airports by business and general aviation aircraft.

The FAA's Western Pacific Region Flight Standards Division will host a week-long conference this summer to discuss operational and safety-related issues, recognizing the importance of the newly established International Civil Aviation Organization (ICAO) Safety Oversight Program that is designed to enhance aviation safety oversight by ICAO members.

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*An electronic version of this release can be obtained via the World Webb at:
<http://www.dot.gov/affairs/index.htm>*

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, January 29, 1996

APA 15-96

Contact: Sandra Allen

Tel.: (202) 267-3883

**STATEMENT BY
THE FEDERAL AVIATION ADMINISTRATION
ON THE MODERNIZATION OF THE NATION'S
AIR TRAFFIC CONTROL SYSTEM**

U.S. air transportation is the safest in the world, due in large part to the extraordinary efficiency of our air traffic control system. The FAA is not alone in this assessment; the National Transportation Safety Board recently released a study that reached the same conclusion.

The Clinton Administration inherited an air traffic control modernization plan that was behind schedule, over budget and poorly managed. In 1993, Department of Transportation Secretary Federico Peña and FAA Administrator David R. Hinson initiated a major overhaul. A new program management team was brought in, and the program was completely restructured. The new modernization program -- now on schedule and on budget -- will soon provide state-of-the-art air traffic control.

By restructuring the modernization program when we did, we saved taxpayers \$1.6 billion and guaranteed the American people a modern air traffic control system that will continue to ensure the safety and efficiency of U.S. aviation.

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<http://www.faa.gov/apa/apahome.htm>*

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Monday, Jan. 29, 1996

APA 16-96

Contact: Henry J. Price

Telephone: (202) 267-3447

**FAA AND STATE ASSOCIATION ESTABLISH
AGREEMENT TO IMPROVE SERVICES**

A Memorandum of Understanding (MOU) signed today between the Federal Aviation Administration (FAA) and the National Association of State Aviation Officials (NASAO) marks an unprecedented partnership to enhance targeting of regional, state and national air-transportation improvements. The cooperative, five-year agreement recognizes the dynamic nature of the aviation community and the Clinton Administration's goal to improve government services at all levels.

"Improving aviation safety, products and services for the American people is the driving principle at the FAA. The agency, working hand-in-hand with state aviation officials, will now be better able to focus technological and economic development to communities with the greatest aviation needs," said FAA Administrator David R. Hinson.

The MOU calls for future annual sessions between FAA and NASAO to coordinate aviation resources and define mutual concerns. It also includes creation of a team of officials from both organizations to oversee implementation of the agreement and development of the long-term partnership. NASAO's regional and state expertise will assist the FAA in developing innovative and improved transportation systems for delivery to aviation communities. The agreement focuses and codifies goals established one year ago at an FAA/NASAO intergovernmental session.

NASAO is comprised of aviation officials representing all 50 states. The primary purpose of the association is to establish cooperation and mutual aviation aid among the states. It works with federal as well as local governments in development of air-transportation systems. Led by NASAO President Gary Adams, director of the Arizona Division of Aeronautics Department of Transportation, the association works to coordinate, gain uniformity, preclude conflict as well as minimize duplication of state and federal laws, regulations and programs.

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<http://www.faa.gov/apa/apahome.htm>*

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, January 31, 1996

APA 17-96

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**STATEMENT ON FAA MEETING
ON 737 OPERATIONAL PROCEDURES**

The Federal Aviation Administration (FAA) met with government, labor and airlines on January 24 to share information on operational procedures and educational and training materials as they relate to Boeing 737 series aircraft.

The meeting was an FAA effort to provide an opportunity for the groups to exchange information in general about 737 aircraft. They were invited to the meeting by the FAA, which has pledged to use the agency's resources to assist the National Transportation Safety Board (NTSB) in its investigation of an accident involving a USAir 737 near Pittsburgh, Pa., on September 8, 1994.

While not a decisionmaking meeting on operational procedures, the meeting served to inform and educate the aviation groups on 737 operational matters. The session was informative. Participants agreed to continue discussions in the future in the interest of developing appropriate 737 operational information, as the NTSB conducts its investigation.

In addition to the FAA and NTSB, participants at the meeting included representatives of operators of 737 aircraft, the Boeing Company, Air Line Pilots Association (ALPA), and Air Transport Association (ATA). During the meeting, presentations were made by the NTSB, Boeing, ALPA and USAir, whose 737 was involved in the Pittsburgh accident. USAir shared background on its use of increased maneuvering speeds.

The FAA will continue to use its resources to work with the NTSB, labor and the airlines to ensure they are kept informed of any 737 operational developments, as the NTSB investigation continues. The FAA will also continue to work closely with them in developing improved educational materials, training programs and training aids.

The FAA is anxious to achieve a better understanding of the circumstances that led to the unfortunate accident last year in Pittsburgh. Meetings such as this can only promote a more informed environment as the NTSB strives to determine the cause of the Pittsburgh accident.

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