

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, March 4, 1996

APA 39-96

Contact: Drucella Andersen

Tele.: (202) 267-3883

PUBLIC AFFAIRS CHIEF TO DEPART FAA

Sandra Allen has resigned her position as assistant administrator of public affairs to rejoin her family in Chicago, FAA Administrator David R. Hinson announced today. Allen will leave her post March 31 after two years with the Agency. Drucella Andersen, deputy assistant administrator for public affairs, will head the office until Allen's replacement is named.

"With my support, Sandra has changed the Agency's approach to public affairs. Much of this transition has been accomplished amid intense media and public scrutiny," said Hinson. "Under her direction, we have redefined communications policies to make the FAA more open and accessible, and have built the foundation for a more communicative relationship with the media."

In the past two years, consistent with Vice President Gore's National Performance Review (NPR), the office of public affairs has downsized approximately 60 percent, from 90 to 32 staffers nationwide. The office also has been reorganized and streamlined to place emphasis on providing information to media, Congress, and aviation user groups. In addition to an aggressive schedule of media conferences on aviation issues, initiatives include monthly media briefings and quarterly aviation user meetings.

Allen, an aviation executive who headed corporate communications for three airlines, said, "I have enormous regard for David Hinson and his management team who have done much to revitalize the FAA."

"At the end of the month, the Agency will publicly announce its Reform efforts, culminating months of work. The conclusion of that roll-out is a good time for me to end my two-year commute and return to my family in Chicago. I will leave with deep appreciation for the men and women of the FAA's public affairs staff, their professionalism and their hard work."

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, March 4, 1996

APA 40-96

Contact: Fraser Jones

Tele: (202) 267-3439

FAA SALUTES OUTSTANDING AEROSPACE EDUCATOR

Federal Aviation Administration (FAA) Deputy Administrator Linda Hall Daschle today presented the FAA's Distinguished Service Award to John Odegard, founder and dean of the Center for Aerospace Sciences at the University of North Dakota.

The award recognizes John Odegard's many achievements in aerospace education and accomplishments in aviation safety.

"John Odegard is a true pioneer in aerospace education," said FAA Deputy Administrator Linda Hall Daschle. "Under his tireless leadership, the University of North Dakota aviation program has become one of the nation's most widely-respected and pre-eminent aerospace education programs."

Beginning in 1968, Odegard pioneered the University of North Dakota (UND) aviation program with just one other faculty member and a pair of donated aircraft. Beginning with only 12 students, enrollment now stands at over 1500 students who come from every state and several foreign countries. Today, UND students fly more than 90,000 flight hours annually in a fleet of 85 aircraft and 15 flight simulators.

The award presentation took place at the University of North Dakota Aerospace South Hangar.

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Monday, March 4, 1996

APA 32-96

Contact: Drucella Andersen

Tel.: (202) 267-3883

MEDIA ADVISORY

**FAA TO RELEASE AIR TRAFFIC CONTROL TAPE
OF BRADLEY INTERNATIONAL ACCIDENT**

Who: Federal Aviation Administration

What: Release of air traffic control tapes of the November 12, 1995 American Airlines flight #1572 accident at Bradley International Airport, Windsor Locks, Conn.

When: Tuesday, March 5
2:00 p.m.

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

Reporters may record the tape and a transcript will be provided. Since the accident remains under investigation by the National Transportation Safety Board, the tape will be released without comment.

Reporters unable to attend the session may listen to the tape by calling the FAA's phone bridge -- 1-800-226-6588. In order to be on line in time for the release, reporters must call at least 10 minutes prior to 2:00 p.m.

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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

Wednesday, March 6, 1996

APA 41-96

Contact: Les Dorr, Jr.

Tele.: (202) 267-8521

FAA ANNOUNCES CHANGES TO R,E&D ADVISORY COMMITTEE

The Federal Aviation Administration (FAA) recently welcomed three new members to its research, engineering and development (R,E&D) advisory committee, and thanked two retiring members for their years of dedicated service.

"I am delighted that Dr. Wesley Harris, Dr. Aaron Gellman, and Mr. Brian Rowe have agreed to serve on the advisory committee," said FAA Administrator David R. Hinson. "The committee provides us with advice and recommendations on the needs, objectives, plans, approaches, content and accomplishments of our aviation research program. The education, experience, and current positions of these three men make them excellent choices to help lead the FAA into the 21st century."

Harris is currently a visiting professor of aeronautics and astronautics at MIT. He holds a Ph.D. from Princeton University. Gellman is the director of the Transportation Center and a Professor of Management and Strategy at Northwestern University. He received his Ph.D. in economics from the Massachusetts Institute of Technology. Rowe is chairman emeritus, GE Aircraft Engines, General Electric Company. He holds a B.S. from Kings College, Durham University.

The terms of John L. McLucas, a former FAA administrator and aerospace consultant, and John W. Olcott, president of the National Business Aircraft Association expired at the February meeting. "Both men have provided years of invaluable service to the FAA," said Hinson. "I really don't know what we are going to do without their advice and help. I wish them the best of luck in their future endeavors, and want to let them know that we always will consider them a part of the FAA family."

The R,E&D advisory committee, established in 1989, advises the Administrator on research and development issues and coordinates the FAA's research, engineering and development activities with industry and other government agencies. The committee considers aviation research needs in capacity, system safety, aircraft safety, aeromedical research, aviation security, future technology, and the national airspace system--present and future.

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There are currently 30 members serving on the board, representing corporations, universities, associations, consumers and government agencies. Members serve two year terms. Dr. Andres Zellweger, FAA's Director of Aviation Research, serves as the executive director of the committee.

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World Wide Web at: <http://www.faa.gov>*

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, March 6, 1996

APA 42-96

Contact: Les Dorr, Jr.

Tele.: (202) 267-8521

FAA APPOINTS NEW CHAIR FOR RESEARCH, ENGINEERING AND DEVELOPMENT ADVISORY COMMITTEE

The Federal Aviation Administration (FAA) today announced that John P. Stenbit, executive vice president and general manager of TRW Systems Integration Group, had become chairman of its research, engineering and development (R,E&D) advisory committee.

"Mr. Stenbit brings extraordinary skills to the advisory committee," said FAA Administrator David R. Hinson. "He has extensive research, development and engineering experience in both industry and government. His knowledge and insight will serve the agency well as we are asked to do more with shrinking resources. I am confident he will build on the excellent work of the outgoing chair, Lieutenant General James Abrahamson (USAF retired)."

FAA's R,E&D advisory committee was established in 1989, as mandated by the Aviation Safety Research Act of 1988. The committee meets approximately three times per year to advise the Administrator on research and development issues and to coordinate FAA's R,E&D activities with industry and other government agencies. The board currently is comprised of 30 unpaid members, representing corporations, universities, associations, consumers and government agencies. Dr. Andres Zellweger, FAA's Director of Aviation Research, serves as the executive director of the advisory committee.

Stenbit has served in a variety of positions since joining TRW in 1968. Before heading the Systems Integration Group, he was vice president and general manager of TRW's Command Support Division. He also has served as director of requirements and group development for TRW Defense Systems Group. Additionally, he has held

- more -

positions within the Department of Defense. For two years, he served as principal deputy director of telecommunications and command and control systems, responsible for advising the Secretary of Defense on all communications and strategic command and control matters with the Department.

Stenbit holds a master's and bachelor's degree in electrical engineering from the California Institute of Technology. He is a member of Tau Beta Pi, the engineering honorary society.

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World Wide Web at: <http://www.faa.gov>*

03/05/86 15:57 202 267 3227

FAA AGC 1

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03/05/86 16:29 202 376 6426

CHIEF COUNSEL

FAA AGC 1

001/001

03/05/86 15:38 202 267 3227

FAA AGC 1

CHIEF COUNSEL

002/002

(Drafted by ANM-5 in coordination with ANM-1, 7, 400, 500, 700; to be released on a "request only" basis) OK J ¹⁶⁶⁻¹ 3/5/96

FOR IMMEDIATE RELEASE

Tuesday, March 5, 1996

CONTACT: Tim Pile
(206) 227-2004

STATEMENT BY FEDERAL AVIATION ADMINISTRATION ON DISCOVERY OF ILLEGAL DRUGS AT SEATTLE CENTER

The Federal Aviation Administration confirmed that in the early morning of March 5, 1996, a small quantity of a controlled substance was found by custodial personnel in a restroom at the Seattle Air Route Traffic Control Center in Auburn, Wash.

"We immediately launched an investigation," said FAA Regional Administrator Fred Isaac.

"The FAA does not and will not condone drug use by its employees or on its property."

The restroom is accessible to air traffic, airway facilities and support personnel, contractors and visitors to the facility.

cc: Drucie
DMS.

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OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL

To: Ray Garvey		From: Pat Wulenga	# of pages: 1
Dept / Address: 73448		Phone #: X75269	
Fax #: 75591		Fax #: X73227	
NSN 7540-01-317-7368		5099-101 GENERAL SERVICES ADMINISTRATION	

FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE

Friday, March 8, 1996

APA 96-43

Contact: Anthony Willett

(202) 267-3883

FAA ISSUES LETTER TO PILOTS WARNING AGAINST ENTRY INTO CUBAN AIRSPACE

As part of its on-going efforts to notify pilots of the danger and penalties of unauthorized entry into Cuban territorial airspace, the FAA today released a letter sent March 7 from FAA Administrator David Hinson to 33,225 airmen in the South Florida area. The letter emphasizes the danger of unauthorized operation in Cuban territorial airspace and the action the FAA will take to revoke the licenses of pilots who fly into Cuban airspace without appropriate authorization.

"Any person holding a U.S. airman certificate. . . shall comply with Federal aviation regulations prohibiting unauthorized operation within Cuban territorial airspace," FAA Administrator David Hinson said in the letter. "Unauthorized entry into this airspace will subject the individual to enforcement action to the maximum extent permitted by law."

The letter further states that the "FAA has been given access to and will use all available government radar sources to establish whether Cuban airspace has been violated. Airmen should be aware that if the evidence obtained from any source establishes a violation of Cuban airspace, their airmen certificates will be revoked on an emergency basis."

Last October, the FAA issued an international notice to airmen that pilots flying near Cuban airspace should remain vigilant in watching for other air traffic in the area. The notice also emphasized the Cuban government's repeated assertions of its determination to take action against aircraft violations of Cuban airspace. Other FAA actions include:

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FAA ISSUES LETTER TO PILOTS (2 of 2)

- On February 27, the FAA issued a general notice to all its air traffic facilities that required special briefings to pilots with flight plans to destinations in the Florida straits or nearby international waters. The notice warned pilots that “unauthorized entry into [Cuban territorial airspace] will subject the individual to enforcement action to the maximum extent permitted by law,” including license revocation and aircraft seizure.
- On February 29, the FAA issued an emergency cease and desist order to U.S. airmen, prohibiting them from conducting unauthorized operations within Cuban territorial airspace.
- On March 1, the FAA issued a notice to airmen urging pilots to remain vigilant for other aircraft in the area and strictly abide by international and federal aviation regulations. FAA and international regulations prohibit unauthorized entry into a nation’s territorial airspace.



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

Office of the Administrator

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

March 7, 1996

LETTER TO AIRMEN

On February 24, 1996, Cuban military aircraft shot down two civilian airplanes of U.S. registry in international airspace. Immediately, the President took action to address these unwarranted attacks, including obtaining a statement from the United Nations Security Council strongly deploring the Cuban action and directing the International Civil Aviation Organization to investigate this matter fully.

On March 1, 1996, to ensure that airmen operating in the area of the Florida Straits and nearby international waters remain vigilant, the Administrator issued a Cease and Desist Order and Statement of Enforcement Policy. This letter is intended to provide the broadest notice of the Administrator's order to airmen who may operate in the area of the Florida Straits. The order reads, in part, as follows:

Any person holding a U.S. airman certificate and/or operating U.S. registered civil aircraft shall comply with Federal aviation regulations prohibiting unauthorized operation within Cuban territorial airspace. Unauthorized entry into this airspace will subject the individual to enforcement action to the maximum extent permitted by law.

FAA has been given access to and will use all available government radar sources to establish whether Cuban airspace has been violated. Airmen should be aware that if the evidence obtained from any source establishes a violation of Cuban airspace, their airman certificates will be revoked on an emergency basis. In addition, maximum civil penalties, seizure of aircraft and judicial remedies will be pursued in appropriate cases.

The Cease and Desist Order and Statement of Enforcement Policy have been issued as a Notice to Airmen (NOTAM) and are mandatory briefing items.

It is expected that all airmen will comply with appropriate regulations and conduct their operations in the safest possible manner.

David Harrison

FAA News

Washington, D.C.

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Friday, March 8, 1996

APA 96-43

Contact: Anthony Willett
(202) 267-3883

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FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Wednesday, March 13, 1996

APA 44-96

Contact: Curtis Austin

Tele.: (202) 267-8521

FAA REVISES AVIATION MEDICAL STANDARDS AND CERTIFICATION PROCEDURES

The Federal Aviation Administration (FAA) today issued a final rule that comprehensively revises and upgrades pilot medical standards and certification procedures.

The rule, that will affect approximately 654,000 pilots nationwide, is an exhaustive rewrite of the medical standards used by the FAA in issuing airman medical certificates. The rule considered and accepted many recommendations from the aviation and medical community. During the 4-month-long comment period in which the FAA held three public hearings, the agency received more than 5,200 responses--an unusually high number--from individuals and industry.

In a move to reduce the regulatory burden on many pilots, the current 2-year validity period for a third-class airman medical certificate will be revised into a two-tier system. Under age 40, the certificate will be valid for three years. For age 40 and over, the certificate will be valid for two years.

Other highlights of the rule include:

- Heart replacement, permanent cardiac pacemaker implantation, and cardiac valve replacement will be disqualifying heart conditions for all classes of airman medical certificate. The FAA will continue, however, to certify through a waiver process those applicants whose conditions are stable, and who individually have been determined to be safe.

-- more --

- A verified positive drug test result under a US DOT drug testing program will become the basis for medical disqualification. Previously, an established diagnosis of drug dependence was necessary for medical disqualification.
- Airline transport and commercial pilots over age 50 will now be annually tested using a new intermediate vision standard. This will ensure that these pilots have the ability to view their instrument panels. Also, a new near vision standard is being implemented for private pilots. This will ensure that these pilots can perform flight duties such as map reading.
- Hearing tests may now include the use of modern audiometric equipment or conversational voice in lieu of the current whisper voice test, and the standards for ear, nose, mouth, and throat will specifically target pathologies that are hazards during flight.

The FAA chose not to adopt a new requirement for resting electrocardiograms (ECG) for second-class medical certification. A recent review of current certification practices found that airmen whose medical history and examinations indicate ECGs or other tests are needed obtain the testing before receiving certification. It was determined that additional requirements would not result in further strengthening the level of safety in this area.

The rule will take effect 180 days after publication in the *Federal Register*.

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

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Thursday, March 14, 1996

APA 45-96

Contact: Alison Duquette

Tel.: (202) 267-8521

MEDIA ADVISORY

**FAA AND AVIATION COMMUNITY
TO IMPLEMENT FREE FLIGHT**

Federal Aviation Administration (FAA) Administrator David R. Hinson, along with representatives from the aviation community, will announce a major step forward in implementing Free Flight on Friday, March 15 at 9:30 a.m. at FAA Headquarters, Room 9ABC, 800 Independence Avenue, S.W., Washington, D.C.

Free Flight will improve air traffic flow management by allowing pilots, under certain circumstances, to choose their own routes and file the most efficient and economical flight plans, instead of today's prescribed routes.

Speaking at the event will be: David R. Hinson, FAA Administrator; Lane Speck, director, air traffic program integration, FAA; John O'Brien, director, engineering and air safety, Air Line Pilots Association; Darell Meachum, representing the National Air Traffic Controllers Association; Robert W. Baker, executive vice president, operations, American Airlines and the industry leader for the Free Flight implementation group; and Dave Watrous, president, RTCA, Inc. (formerly the Radio Technical Commission for Aeronautics) -- an independent federal advisory group that recently issued the Final Report of RTCA Task Force 3: Free Flight Implementation.

Reporters who are unable to attend may listen by calling the FAA's phone bridge -- 1-800-226-6588 -- at least 5-10 minutes prior to the 9:30 a.m. media briefing.

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*An electronic version of this advisory is available via the World Wide Web at:
<http://www.faa.gov>*

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, March 15, 1996

APA 46-96

Contact: Alison Duquette

Telephone: (202) 267-8521

FAA AND AVIATION COMMUNITY TO IMPLEMENT FREE FLIGHT

Federal Aviation Administration (FAA) Administrator David R. Hinson today announced continued progress toward implementing Free Flight, an innovative plan designed to improve the safety and efficiency of the nation's airspace system by allowing pilots, under certain circumstances, to choose their own routes and file the most efficient and economical flight plans. The FAA and the aviation community will work together to phase in Free Flight over the next 10 years.

Free Flight will benefit airspace users and passengers by reducing the need for aircraft to operate along prescribed routes, saving fuel and time. Clear-cut lines of authority and responsibility between pilots and air traffic controllers, along with the use of *protected* and *alert zones* around aircraft, will ensure the safety of the nation's airspace system. The pilot's flexibility will be restricted when traffic density at busy airports or in congested airspace precludes Free Flight.

"Changing how aircraft will be separated in the future requires careful examination to ensure that changes are safe, workloads for both controllers and pilots are manageable, and benefits can be realized," said Hinson

In April 1995, Hinson asked RTCA, Inc. (formerly the Radio Technical Commission for Aeronautics) -- an independent federal advisory group -- to form a comprehensive task force to reach a consensus and recommend a strategy for Free Flight. As a result, representatives from the airlines, general aviation users, pilots, air traffic controllers, manufacturers, flight dispatchers, academia, and government policy makers will oversee Free Flight implementation.

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"The FAA agrees with the objectives set forth by the RTCA report," said Hinson. "Our challenge is to transform these recommendations into action. Our plan will emphasize the proper focus for current FAA activities, the changes needed to redirect program emphasis and resources, and the significant studies and analyses that will produce the safest and most efficient Free Flight capabilities."

According to the FAA, worldwide passenger growth is expected to increase by more than 50 percent over the next 10 years. Today's restricted airspace system will not be able to accommodate the rapid growth in aviation. Free Flight will provide users with more flexibility to plan routes and altitudes. Using new technologies, it also will enable air traffic controllers to handle the increased traffic flow.

"Expanding and improving the nation's air traffic control system has been identified as a must-do priority for the federal government and the aviation industry in 1996," said Robert W. Baker, American Airline's executive vice president-operations, a designated industry leader for Free Flight implementation. "The Free Flight plan is a critical development in this process, and we are pleased to be joining with Administrator Hinson and the FAA staff in implementing a concept that will significantly reduce our operating costs and make air travel more convenient and reliable for the public."

Technology will play a central role in accomplishing the mid- and far-term RTCA recommendations. Satellite navigation technology, known as the Global Positioning System (GPS), will play a major role in the advancement of Free Flight. Other technology that will support Free Flight includes data link capability, airborne collision avoidance systems, and more advanced decision support systems, including Automated En Route Air Traffic Control (AERA) and Center/TRACON Automation System (CTAS). The agency also plans to publish GPS instrument approach procedures at airports throughout the nation.

"Free Flight outlines how and when government and industry can provide capacity, efficiency, and safety benefits for the entire aviation community," said David S. Watrous, president, RTCA, Inc. "New procedures which take advantage of new technology can provide significant benefits in 1996 and over the next several years. Government and industry collaboration is critical to the success of Free Flight."

A draft FAA action plan that will serve as a starting point for a joint FAA/industry plan will be presented at a meeting in April.

For copies of the "Final Report of RTCA Task Force 3: Free Flight Implementation," call RTCA at 202-833-9339.

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

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, March 15, 1996

APA 47-96

Contact: Drucella Andersen

Tele.: (202) 267-3883

STATEMENT

**Statement on Transmittal of
FAA Reauthorizatoin Legislation**

FAA Administrator David R. Hinson has announced that legislation to extend the FAA's Airport Improvement Program (AIP) was transmitted to the Congress by the Secretary of Transportation. Authority to make AIP grants, which expires at the end of FY 1996, would be extended for an additional year under the proposal. Authorizations for the FAA's Research, Engineering, and Development (R,E&D), Facilities and Equipment (F&E), and Operations appropriations would be extended through the end of FY 1999. Reauthorization of the FAA's commercial space transportation programs is also contained in the bill.

The legislation proposes some short- and long-term improvements to the program. In an effort to provide states with more flexibility to fund airport projects, the measure proposes to provide the Secretary with the authority to enter into agreements with airport sponsors to implement innovative financing techniques. Looking to the future, the proposal recognizes that there is a pressing need to consider new approaches to financing needed airport development in an era of declining Federal budgets. The legislation, therefore, provides for the Secretary of Transportation to appoint a Select Panel on Airport Financing, comprised of members of the aviation community and financial experts, who will evaluate and report on alternative financing approaches to meeting airport development requirements. The Select Panel's report and recommendation will provide an important source of information for the FAA, Congress, and the aviation community to consider in evaluating the future direction of AIP in the post-1997 time frame.

Request
ONLY!

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, March 15, 1996

APA 48-96

Contact: Drucella Andersen

Tele.: (202) 267-3883

**FACT SHEET
FEDERAL AVIATION ADMINISTRATION
REAUTHORIZATION ACT OF 1997**

* The FAA's authority to issue airport grants under the Airport Improvement Program (AIP) expires at the end of Fiscal Year 1996.

* The proposed FAA Reauthorization Act will extend the authority to issue AIP grants through the end of FY 1997, and provides authorizations for the FAA's Facilities and Equipment (F&E), Research, Engineering, and Development (R,E&D), and Operations appropriations through the end of FY 1999.

* The FY 1997 FAA authorization levels provided in the bill are: \$1.35 billion for AIP; \$1.789 billion for F&E; \$195.7 million for R,E&D; and \$4.92 billion for Operations. The FY 1998 and 1999 authorizations for F&E, R,E&D, and Operations accounts would be for "such sums as are necessary."

* AIP grant authority is extended for only one year to provide an opportunity for a Select Panel on Airport Financing, to be appointed by the Secretary of Transportation, to evaluate long-term airport development needs and assess alternative financing approaches to meet those needs. The likelihood of continued reductions in Federal funding for AIP grants provides a strong impetus to assess and consider different means of providing for future airport development needs.

* The Select Panel, comprised of representatives of the aviation community and financial experts, will have 120 days to issue a report and recommendations to the Congress. The Panel's report and recommendations will provide information to be considered in developing legislation for the fiscal year 1998 and beyond timeframe.

* Also in recognition of the anticipated funding scenario for AIP, a program to authorize and evaluate innovative financing proposals for airport development would be established.

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10-205018

* The legislation also proposes several changes to the AIP statute, including, for example, a pilot program for extending the useful life of taxiways and runways at certain general aviation airports, the addition of three new states to the State Block grant program, and a provision granting airports greater flexibility to accelerate construction projects.

* In order to assist the FAA in meeting its goal of zero accidents, the FAA is seeking legislative language that would encourage air carriers to voluntarily provide data that could be used for safety analysis.

* The Administrator's existing authority to protect certain security and R&D information from public disclosure would be expanded to include certain voluntarily-provided information that could promote safety, in order to assist the FAA in meeting its goal of zero accidents.

* The proposed legislation would extend the FAA's aviation insurance program for an additional five years, and provide that commercial insurance practices may be used in establishing the insured value of aircraft.

* Since commercial space transportation programs have been transferred to the FAA, the legislation provides for the reauthorization of those programs, and includes provisions to streamline the licensing and safety approval processes along with new authority to regulate reentry vehicles.

* The proposal also includes several miscellaneous provisions. For example, one would permit the Administrator to establish, by regulation, additional categories of airline or airport employees, such as airline screening personnel, who would be subjected to criminal background checks.

FOR Request
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FAA News

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FOR IMMEDIATE RELEASE

Friday, March 15, 1996

APA 49-96

Contact: Bob Hawk

Tel.: (202) 267-8521

COMMENT PERIOD ON FLIGHT/DUTY RULE NPRM EXTENDED BY FAA FOR 90 DAYS, TO JUNE 19, 1996

The Federal Aviation Administration (FAA) is extending for 90 days -- from March 19, 1996, to June 19, 1996 -- the time period within which comments will be accepted on a notice of proposed rulemaking affecting flight crewmember duty period limits, flight time limits and rest requirements.

Information about the extension was delivered to the *Federal Register* for public display this afternoon and publication on Tuesday, March 19, 1996.

"The comment period is being extended in response to requests filed," said Anthony J. Broderick, associate administrator for Regulation and Certification. "The FAA has determined that the extension is warranted because of the scope and complexity of the proposal."

The FAA flight/duty/rest rule is a component of the Commuter Safety Initiative.

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FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Tuesday, March 19, 1996

APA 50-96

Contact: Sandra Allen

Tele.: (202) 267-3883

**FAA WARNS WILCOX
ON WAAS CONTRACT**

The Federal Aviation Administration (FAA) on March 18 advised Wilcox Electric, Inc. that the FAA may terminate its \$475 million contract for the Wide Area Augmentation System (WAAS) unless Wilcox takes action before April 2, 1996 to correct performance deficiencies.

FAA Administrator David R. Hinson said, "The FAA's action reflects the Agency's resolve to immediately address potential problems in major FAA acquisition programs as soon as they appear."

The letter advised Wilcox that its weakness in the management of the program "endangered the performance of this contract." The letter characterized that weakness as Wilcox's failure to make adequate progress in a number of key areas and to meet major performance and schedule criteria.

"The FAA is not satisfied with the performance of the WAAS contractor team, and has summarized its concerns in this letter," said Hinson. "Notwithstanding the concerns we have with the contractor's performance, the FAA is confident in WAAS and its underlying technology. We are hopeful the team will be able to demonstrate before April 2 its ability to correct these problems."

The Wide Area Augmentation System (WAAS) is designed to enhance the capabilities of Global Positioning System (GPS) signals by providing the accuracy, integrity, and reliability needed to allow GPS to be used by civilian pilots as a primary means of navigation for en route down to precision approaches in inclement weather.

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*An electronic version of this news release is available via the
World Wide Web at: <http://www.faa.gov>*

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Tuesday, March 26, 1996

APA 51-96

Contact: Les Dorr

Tel.: (202) 267-8521

MEDIA ADVISORY

**DOT/FAA TO UNVEIL THE REFORM OF THE FAA'S
PERSONNEL AND ACQUISITION SYSTEMS**

The Department of Transportation (DOT) and the Federal Aviation Administration (FAA) will roll out the reform of its personnel and acquisition systems on Wednesday and Thursday, March 27 and 28, in accordance with the schedule listed below. The new systems are designed to better suit the unique needs of the FAA and create an agency that works better and costs less -- fundamental principles of the Clinton Administration's National Performance Review. Both draw heavily on "common sense" best practices from the private sector.

Wednesday, March 27

WHO: DOT Secretary Federico Peña, FAA Administrator David R. Hinson, FAA Deputy Administrator Linda Hall Daschle, and other key agency officials.

WHAT: Briefing to outline FAA's new personnel and acquisition systems.

WHEN: Wednesday, March 27, from 1 to 2:30 p.m

WHERE: DOT building, Marx Media Center, room 2201, 400 7th Street, S.W., Washington, DC.

Reporters will have the opportunity to ask questions at this briefing, however, all information will be embargoed until Thursday, March 28. No cameras or recording equipment will be allowed. Only credentialed press will be admitted.

- more -

Thursday, March 28

WHO: Vice President Al Gore, DOT Secretary Peña, and FAA Administrator Hinson, and other key agency officials.

WHAT: The unveiling of the FAA's new personnel and acquisition systems.

WHEN: Thursday, March 28, at 9:30 a.m.

WHERE: The "C" Street side of the FAA building, located on 800 Independence Ave., S.W. The event will be held outdoors.

NOTE: Media wishing to cover this event should arrive on site no later than 8:30 a.m. EST to preset their equipment for a security check. Final access for reporters without equipment will continue until 9:25 a.m. EST.

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FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Wednesday, March 27, 1996

APA 51-96

Contact: Les Dorr

Tel.: (202) 267-8521

MEDIA ADVISORY

**CHANGE IN LOCATION AND TIME OF FAA
PERSONNEL AND ACQUISITION SYSTEMS MARCH 28 EVENT**

The location and time of the Department of Transportation/Federal Aviation Administration's (FAA) rollout of new personnel and acquisition systems on Thursday, March 28, has been changed. Updated information on location and times is shown below. Changes are in **bold**.

Thursday, March 28

WHO: Vice President Al Gore, DOT Secretary Peña, and FAA Administrator Hinson, and other key agency officials.

WHAT: The unveiling of the FAA's new personnel and acquisition systems.

WHEN: Thursday, March 28, at **10:00 a.m.**

WHERE: **FAA Auditorium, Third Floor**, FAA building, located on 800 Independence Ave., S.W.

NOTE: Media wishing to cover this event should arrive on site no later than **8:15 a.m. EST** to preset their equipment for a security check. Final access for reporters without equipment will continue until 9:25 a.m. EST.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

EMBARGOED UNTIL

Thursday, March 28, 1996 -- 9 a.m.

APA-52-96

Contact: Les Dorr, Jr.

Telephone: (202) 267-8521

COMMON SENSE PERSONNEL AND ACQUISITION MANAGEMENT REFORMS ADOPTED BY FAA

Vice President Al Gore, Transportation Secretary Federico Peña and Federal Aviation (FAA) Administrator David Hinson today announced the creation of new personnel and acquisition systems that will enable the FAA to work better and cost less -- fundamental goals of President Clinton's National Performance Review.

The new systems are the result of legislation successfully sought by the President to free the FAA of overly bureaucratic red tape which delayed the hiring and promotion of staff and the installation of equipment at its facilities. The reforms, which draw heavily on "common sense" best practices from the private sector, are designed to increase management accountability, speed up procedures and dramatically reduce paperwork throughout the agency.

"For too many years, thousands of good people have been held in check by bad systems that plainly didn't work. That's all changing, and it starts today, right here," said Vice President Gore. "These new measures are what common sense government is all about: delivering value to the American people, cutting red tape and freeing the people of the FAA to act in a businesslike way that encourages and rewards responsibility." The Vice President heads the President's National Performance Review.

"Ten years from now, an additional 300 million passengers will annually board commercial airliners across our nation. To meet the challenge of this explosive growth in air travel, The FAA must have the tools it needs to ensure aviation safety and efficiency," said Secretary Peña. "These tools put the FAA on the right course toward meeting that challenge."

For the past four months, more than 120 key FAA staffers worked tirelessly, as they consulted with the best minds in our country from the private sector, labor, government and academia to develop these changes. I have never been prouder of the accomplishment of any effort than the one they have delivered," said Administrator Hinson. "Their effort, though, is not a final product, but a new beginning and a challenge for all of us to continue to make the FAA work better and cost less."

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The FAA's Intellectual Capital: People

The new personnel system enables the FAA to make the best use of its intellectual capital by putting the right people in the right jobs more quickly, rewarding outstanding performance and dealing with poor performance, while ensuring fairness and equal opportunity. The new system has incorporated 100 percent of the National Performance Review's personnel reform recommendations and tailored them to agency needs. The personnel system is designed to:

- Cut the average time for outside hiring from seven months to about six weeks
- Consolidate 155,000 numbered position descriptions (for 47,000 employees) into fewer than 2,000
- Replace a foot-thick stack of personnel statutes and rules with a 41-page document
- Change premium pay and shift differential policies to pay employees only for hours actually worked
- Cut average time to resolve employee grievances and appeals from eight months to three months

The new FAA personnel systems make employees stakeholders in the success of their organizations. Various incentives for good performance are offered, including gainsharing. The new systems also include more flexible rules for terminating employees who are poor performers.

The FAA has readopted Chapter 71 of Title V, United States Code, which gives unions bargaining rights. Just as important, the agency is taking steps to create a strategically focused National Labor-Management Partnership Council that will resolve union and management issues.

The FAA replaces its Senior Executive Service with the FAA Executive System program. The new system fosters strategic thinking by linking compensation to good performance and encourages FAA executives to diversify outside their area of expertise. The new Executive System also makes it easier to remove senior managers for poor performance.

"These changes reflect the policies that industry has found highly successful over the years," Hinson said. "They balance our employees' personal and professional needs with the FAA's ability to carry out its critical national mission."

Better, Faster and Less Expensive Acquisitions

The FAA's new acquisition management system reduces the time and cost of acquiring systems and services and makes the acquisition workforce highly accountable for their decisions.

By stressing flexibility and time sensitivity, the new acquisition management system puts the FAA in tune with industry's best acquisition practices. The new system:

- Uses Integrated Product Teams (IPTs) to make contracting decisions that give the agency the most advantageous solutions to its needs
- Reduces acquisition documents from 233 to less than 50
- Cuts time to award large contracts from 12 months to six months
- Reduces from 22 months to 11 months the period from an investment decision to contract production award
- Reduces by 50 percent the time from production award to commissioning of equipment in the field

Three programs will be the first to incorporate all aspects of the new acquisition system immediately:

- **Operational and Supportability Implementation System (OASIS)** — Replaces and upgrades equipment and functions of the FAA's Flight Service Automation system, which provides aviation weather and flight planning information.
- **Improved Terminal Weather System (ITWS)** — integrates weather data from FAA and National Weather Service sources and pilot reports, and presents that information in graphic and text format for controllers to use to brief pilots.
- **Oceanic Systems** — Installation of various new technologies such as GPS and datalink to improve air traffic management and increase airspace capacity for transoceanic flights.

For these and other programs, the FAA has streamlined the competitive process. The agency will perform market surveys to determine the appropriate level of competition. Some procurements will pre-qualify sources. During evaluation, the firms most likely to obtain a contract will be "down-selected," resulting in a faster choice of the winner and lower costs to industry and the FAA.

The new acquisition system relies more than ever on continuous dialogue between the FAA and its suppliers. Communications with bidders will continue even after a Request for Proposal (RFP) is issued, unlike previous practice. Both the agency and bidding contractors will make maximum use of electronic media such as videotapes, computer disks and the Internet.

- (more)-

An FAA Office of Dispute Resolution will issue binding decisions in the event of a contract protest. Companies will still have the right to protest in court.

A continuous education and training effort for the acquisition workforce is a critical part of the new acquisition management system. This learning program will ensure that agency employees have the opportunity to maintain and improve their skills relevant to the acquisition process.

"Ultimately, the public benefits from these new acquisition and people systems because the FAA will work better and cost less," said Administrator Hinson. "It's a common sense approach to government that the American people expect — and deserve."

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*An electronic version of this news release is available via the
World Wide Web at: <http://www.faa.gov>*

FAA News



Washington, D.C.

FOR IMMEDIATE RELEASE

Thursday, March 28, 1996

APA 53-96

Contact: Henry J. Price

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VALONE NAMED ACTING DEPUTY FOR RESEARCH AND ACQUISITIONS

Robert M. Valone, who two years ago took over management of the Federal Aviation Administration's (FAA) restructured air traffic systems development programs, has been named the agency's acting deputy associate administrator for research and acquisitions.

In selecting Valone for this newly established post, Dr. George L. Donohue, associate administrator for research and acquisitions, said Valone "brings to the position a strong management background in major acquisitions, and one of his major responsibilities will be to oversee implementation of the FAA's new acquisition management system, which goes into effect April 1."

Taking Valone's place on an acting basis as director of air traffic systems development is Edward Seymour, deputy director of that office. Peter Challan, acting head of the Enroute Integrated Product Team (IPT), will move up to replace Seymour as acting deputy director of air traffic systems development.

Valone had been with the FAA previously from 1984 to 1991. By the time he left FAA, he had risen to the position of deputy associate administrator for national airspace development responsible for program management and engineering of the FAA's capital investment programs.

He left the FAA in 1991 for the National Oceanic and Atmospheric Administration (NOAA) where for three years he managed the acquisition of NOAA's major weather systems programs, including the Geostationary Operational Environmental (GOES) satellite and Next Generation Weather Radar (NEXRAD) programs.

From 1978 to 1984, Valone was with the Naval Air Systems Command, in Washington, D.C., involved in program management and acquisition of Navy aviation training systems. From 1967 to May 1978, he served as acquisition director/project engineer at the Navy's Training Equipment Center, in Orlando, Florida.

Valone holds a Bachelors in Electronics Engineering (BEE) undergraduate degree from the University of Florida and a Master's degree in Management (MAMS) from Central Michigan University.

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World Wide Web at: <http://www.faa.gov>*

FAA News

Washington, D.C.



FOR IMMEDIATE RELEASE

Friday, March 29, 1996

APA 54-96

Contact: Curtis Austin

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**STATEMENT BY DAVID R. HINSON, ADMINISTRATOR
FEDERAL AVIATION ADMINISTRATION
ON PRESIDENTIAL DIRECTIVE ON GPS**

Today's decision by President Clinton enables the United States to maintain its worldwide leadership in the development of cutting-edge technology and enables American industry to provide high-tech jobs, which strengthens the economy and creates exports throughout the world.

The President's strong statement gives the Federal Aviation Administration (FAA) the necessary authority to move forward with the full development of the Global Positioning System (GPS) for civil aviation. The Presidential Decision Directive establishes GPS as a "national public utility," guaranteeing GPS for civil purposes, while assuring that vital U.S. national defense interests are accounted for fully.

This decision makes clear that the United States recognizes GPS as a critical way in which we can improve aviation safety and efficiency worldwide. Advances in satellite technology can serve the aviation needs of all nations. This decision reflects a U.S. commitment to provide a high integrity signal for all phases of flight throughout the world. It paves the way for a truly integrated global navigation system.

The President's directive that the United States is firmly committed to providing GPS to the international community is consistent with a U.S. offer made over the past 12 years to provide basic GPS service worldwide, free of charge. The directive reinforces a letter from the President last March to the International Civil Aviation Organization (ICAO).