FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 20-97
Tuesday, February 4, 1997
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA Announces Changes To R,E&D Advisory Committee

WASHINGTON -- FAA Acting Administrator Barry Valentine today announced the addition of seven new members to the agency's research, engineering and development (R,E&D) advisory committee.

"I am delighted that these distinguished men and women have agreed to serve on the advisory committee," said Valentine. "The committee gives the FAA invaluable advice and recommendations on our aviation research program. The education and experience of these individuals make them excellent choices to help continue the changes we've put in place at the FAA into the 21st century."

The new members of the committee are:

- Viggo Butler, chairman, United Airports, Limited, Inc.
- Robert Doll, president, Tech/Ops International, Inc.
- Angela Gittens, aviation general manager, Hartsfield Atlanta International Airport
- Jean McGrew, director, preliminary design & enabling technology, Boeing Commercial Airplane Group
- Michael Rioux, senior vice president, operations and safety, Air Transport Association of America
- Edward Stimpson, vice chairman, General Aviation Manufacturers Association
- Richard Bustelo, director, engineering, Harris Corporation.

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Twelve members are leaving the committee following a meeting at the end of January. The retiring members are:

- John Stenbit, executive vice president and general manager, TRW Systems Integration Group
- General James Abrahamson, senior advisor, Galway Partners
- Captain Robert Buley, assistant to the vice president of operations, Northwest Airlines
- Mary Rose Loney, commissioner of aviation, city of Chicago
- Joseph McCormick, aerospace consultant, former vice president, Allied-Signal
- Brian Rowe, chairman emeritus, General Electric Aircraft Engines
- Dr. Jack Snell, deputy director, building and fire research laboratory, National Institute of Standards and Technology
- Dale Warren, aerospace consultant, former vice president, Douglas Aircraft
- Dr. Earl Wiener, professor, University of Miami
- Christopher Witkowski, director of air safety and health, Association of Flight Attendants;
- General James McDivitt (USAF, Ret.), former senior vice president, government operations and international, Rockwell International
- Dr. Delores M. Etter, professor, University of Colorado.

"The retiring members have provided years of invaluable service to the FAA," Valentine said. "I commend them for their dedicated service and invite them to remain active participants in subcommittee activities."

The R,E&D Advisory Committee, established in 1989, advises the FAA administrator on research and development issues and coordinates the agency's research, engineering and development activities with industry and other government agencies. The committee considers aviation research needs in the areas of air traffic services, airports, aircraft safety, security, human factors, and environment and energy.

The committee has 30 members representing corporations, universities, associations, consumers and government agencies. Members serve two-year terms. Dr. Andres Zellweger, FAA's director of aviation research, serves as executive director of the committee.

The remaining 1997 meeting dates for the R,E&D Advisory Committee are April 8-9 and Sept.16-17. For more information on dates, minutes and membership, see the committee home page at http://www.faa.gov/aar/redad.htm

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FOR IMMEDIATE RELEASE
APA 22-97
February 7, 1997
Contact: Eliot Brenner
Phone: 202-267-3883

FAA Statement

WASHINGTON -- The FAA Friday asked controllers at its Jacksonville, Washington and New York air traffic control centers, and military controllers at the Virginia Capes station, to review the procedures for handling air traffic in and around military operating areas in use off the East Coast.

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FOR IMMEDIATE RELEASE
APA 23-97
Monday, Feb. 10, 1997
Contact: Henry J. Price
Phone: (202) 267-8521

Commercial Space Associate Administrator To Leave Post

WASHINGTON -- Dr. Frank C. Weaver, associate administrator for the Office of Commercial Space Transportation at the Federal Aviation Administration (FAA), is leaving his post on Friday, Feb. 14, to take a position in the private sector. He will become director of Distance Learning Services, at Computing Devices International, an Arlington, Va., technology firm.

Weaver had been active in the promotion of distance learning through satellite technology prior to his appointment to FAA's commercial space post in 1993.

"As much as I have enjoyed the opportunity to lead the government's commercial space transportation oversight office during a period of unprecedented growth and success in this industry, I could not pass up the opportunity to pursue my interest in ensuring that every American has equal access to our country's vast educational resources," Weaver said.

Patti Grace Smith, deputy associate administrator for the Office of Commercial Space Transportation, will be acting head of the office until a permanent replacement is appointed.

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FAA News

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FOR IMMEDIATE RELEASE
APA 24-97
Wednesday, Feb. 12, 1997
Contact: Mark Hess
(202) 267-3883

FAA STATEMENT ON WHITE HOUSE COMMISSION ON AVIATION SAFETY AND SECURITY

The recommendations contained in the final report of the White House Commission on Aviation Safety and Security will help ensure that America's civil aviation system remains the world leader in safety and security. The FAA is ready to work with the White House, the Congress and the aviation community to see that the recommendations are implemented as quickly as possible.

Because of the leadership provided by President Clinton, Vice President Gore and the Congress, the security measures outlined in the Commissions interim report are underway. Already, the FAA is deploying high-tech explosive detection systems in the nation's airports, training teams of bomb-sniffing dogs, hiring of new security and hazardous materials agents, and preparing new rules to verify the backgrounds of airport employees and certify the people at our airport checkpoints.

The FAA will move quickly to implement the recommendations contained in the final report. Where new legislation is required, the FAA will work with the Congress to develop the appropriate laws. Where new rules are required, the FAA will begin drafting the proposed rules as expeditiously as possible. The FAA appreciates that the Commission has recognized that financial reform will be key to the FAA's fulfillment of its safety mission and successful implementation of these recommendations.

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Status of Recommendations in Interim Report

Establish Consortia
Consortia established at 41 major U.S. airports. Vulnerability assessments completed and action plans presented to the FAA. FAA is moving ahead with establishing consortia at more commercial airports.

Criminal Background Checks
Even before the TWA 800 tragedy, FAA had proposed (and language was contained in the draft FAA Reauthorization Bill) including screeners in its current rules governing unescorted access privileges. The bill passed by the Congress and signed by the President intended that criminal history record checks only be conducted in cases where (among other things) the background investigation revealed a gap in employment of a year or more that cannot be satisfactorily explained. To implement the FAA Reauthorization Bill, FAA will issue a proposed rule in March which would expand the existing requirement for criminal history background checks to include persons conducting security screening of carry-on items, checked baggage and cargo as well as persons who directly supervise individual performing such screening functions. The final rule is anticipated in February 1998.

The Commission initially recommended the FAA "require criminal background checks and FBI fingerprint checks for all screeners, and all airport and airline enplanes with access to secure areas" of the airport. Such an expansion of criminal background checks would require additional legislation.

Deploy Existing Technology
The Omnibus Consolidated Appropriations Act of 1997 contained $144 million for the purchase of equipment. FAA awarded a $52.2 million contract in December to InVision for 54 CTX 5000 SP explosion detection systems, the first and only FAA-certified system for explosives detection. Contracts also were awarded to Raytheon Service Company and Lockheed Martin to planning installation, training and testing of the equipment purchased by the FAA. Units have been installed in Chicago and New York.

A series of contracts will be awarded in the upcoming months to purchase up to 450 trace explosives detection devices, 20 automated X-ray devices, and up to 5 quadruple resonance and detonator detection devices.

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Establish a Joint Government-Industry Team
FAA is interacting with industry through a variety of existing, expanded and new mechanisms.

Expand the Use of Bomb-Sniffing Dogs
FAA has met with airport representatives of all 19 Cat X airports and developed an agreement with each on the deployment of K-9 teams. Handlers and dogs are in training at the K-9 school at Lackland AFB, and the first all FAA class of certified K-9 teams will graduate next month from the school.

Assess the Viability of Anti-Missile Defense System
An initial assessment has been conducted and more study is warranted. FAA will work within a DoD-led team to determine the effectiveness and practicality of such systems for civil aviation.

Complement Technology with Automated Passenger Profiling
FAA has a grant with Northwest Airlines to develop a prototype automated passenger profiling system to automate the profiling process and make it less time-consuming for passengers and airline personnel. Northwest projects it will have the system on-line on it's own system by April of this year, and will continue work to make the system compatible with other U.S. airline reservation system mainframes.

Certify Screening Companies and Improve Screener Performance
FAA is moving to require the certification of screening companies. The effect would be to permit only FAA certified parties to conduct such screening, thereby increasing the effectiveness of the screening function. FAA will issue an Advance Note of Proposed Rulemaking in order to solicit public response on particular issues this month. An NPRM is expected to be published in June 1997 with a final rule in February 1998.

In parallel with the rulemaking effort, FAA is moving forward with installation of Screener Proficiency Evaluation and Reporting Systems (SPEARS) at screening checkpoints and other checked baggage screening stations for both conventional X-ray and advanced devices. The system will help train air carrier screeners and maintain their proficiency by projecting on the X-ray monitor the images of danger articles, such as weapons and explosive devices. It can then track whether or not the screener correctly detects the threat. Deployment and installation should be completed in April.

Aggressively Test Existing Security Systems
FAA is in the process of hiring 300 additional full-time special agents by the end of FY 1998. FAA has 23 new agents on-board now, and another 127 are in the hiring process.

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Use the Customs Service to Enhance Security
FAA and Customs are working with a contractor studying the technical issues associated with converting Custom's Automated Targeting System which is designed for contraband analysis in marine cargo. It may be possible to adapt it for anti-terrorism purposes in air cargo. The study should be completed in Spring 1997.

Give Properly Cleared Airline and Airport Security Personnel Access to Information
FAA is collaborating more closely with airlines and airports in developing responses to threat information and has agreed to disseminate vulnerability assessments to appropriately cleared officials.

Begin Implementation of Full Bag-Passenger Match
FAA, ATA and the Commission jointly developed a test protocol which includes development of a computer model to test the impact of bag match on domestic aviation. Data being collected include "no board rates" and how long it takes to remove bags from aircraft when passengers fail to board. Analysis of data collected during Phase 1 of the Bag Match Test is underway. Phase II will focus on conducting a live bag match test to commence in May to collect operational data and refine the profiling protocol. Following Phase II the FAA and the ATA will develop plans for full scale implementation of the approach determined to be the most effective and efficient.

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FOR IMMEDIATE RELEASE
APA 25-97
Wednesday, February 12, 1997
Contact: Les Dorr, Jr.
Phone: 202/267-8521
NASA: Dwayne Brown
Phone: 202/358-1726

FAA, NASA, Join to Achieve White House Commission Goal to Cut Air Accidents

WASHINGTON -- In response to a report from the White House Commission on Aviation Safety and Security, chaired by Vice President Al Gore, the Federal Aviation Administration (FAA) -- in partnership with the National Aeronautics and Space Administration, the Department of Defense (DoD) and the aviation industry -- has been challenged to reduce aircraft accident rates five-fold within 10 years.

The initiative will include research to reduce human-error-caused accidents and incidents, predict and prevent mechanical and software malfunctions, and eliminate accidents involving hazardous weather and controlled flight into terrain. It also will use information technology to build a safer integrated aviation system to support pilots and air traffic controllers. The Department of Defense will assist in defining requirements and actions to implement many of the safety standards.

"We're looking for solutions that will save lives," said Daniel S. Goldin, NASA administrator. "NASA is prepared to step up to the national goal set by the Vice President's commission without requesting additional funds. This partnership will lead to breakthroughs that will achieve a safer tomorrow in aviation," he added.

To accomplish the goal, NASA is proposing to invest up to a half billion dollars over the next five years. Funding will originate from reprogramming existing aeronautic funds, in addition to reassigning people and NASA facilities' work.

"The FAA and NASA have a proud history of working together to make the U.S. aviation system the safest and most efficient in the world," said Acting FAA Administrator Barry Valentine. "Our two agencies, along with our industry partners, are going to take this research investment and turn it into improvements that will benefit all aviation users."

- more -

The FAA brings to the new initiative a diverse aviation safety research effort that ranges from basic studies on the airworthiness of materials to development of new products for safety inspectors, security inspectors and air traffic controllers. The agency has vigorous programs in areas such as aviation human factors, aircraft fire safety, advanced air traffic management technology and safety information technology.

Last year, the FAA also unveiled an unprecedented concept to help reduce accident rates. The Global Analysis and Aviation Network (GAIN) would collect and analyze worldwide aviation safety data to spot safety-related trends, then share the analysis with the global aviation community. By learning more about potential problems, the participants in GAIN would be in a better position to take action to address the problems proactively.

NASA's aeronautics research is key to U.S. competitiveness and safety in the aviation industry. NASA's aeronautics research and development efforts span the aviation spectrum, from general aviation to jumbo jets.

"NASA has always worked to improve safety by developing the technology industry needs to improve the performance and reliability of aviation products. We have also worked closely with the FAA to conduct basic research in support of its mission. This initiative is the first time we have started with a clean slate to identify the most significant ways we can improve safety for today and the future", said Robert Whitehead, associate administrator for aeronautics, Washington, DC.

Over the years NASA, in partnerships with the FAA and private industry, has made significant accomplishments in aviation safety. Some examples include providing technology for advanced warning of wind shear; developing evaluation methods and analyses to help ensure older aircraft are as structurally sound as new ones; improving the control of aircraft stall and spin characteristics of general aviation aircraft; developing advanced ice-protection concepts to improve aircraft operations; improving engine reliability, systems and displays, and designing advanced air traffic management equipment and procedures.

Great strides have been made over the last 40 years to make flying the safest of all the major modes of transportation. However, more technological advances are required today to prevent any rise in future aviation accidents if air traffic triples as predicted over the next 20 years.

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Great strides have been made over the last 40 years to make flying the safest of all the major modes of transportation. However, more technological advances are required today to prevent any rise in future aviation accidents if air traffic triples as predicted over the next 20 years.

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Anne Harlan Named Director of FAA William J. Hughes Technical Center

WASHINGTON -- Federal Aviation Administration (FAA) Acting Administrator Barry Valentine today announced the appointment of Dr. Anne Harlan, a veteran FAA executive with exceptional expertise in many areas of aviation, as director of the agency's William J. Hughes Technical Center in Atlantic City, N.J.

In this position, Harlan will manage the nation's premier aviation research and development facility, with a work force of 1,700. She also will be responsible for management of Atlantic City International Airport, owned and operated by the FAA. Prior to being named to the director's position, Harlan served 18 months as deputy director at the Technical Center.

"We're fortunate to have a person of Anne's caliber at the helm of the Technical Center," said Valentine. "Her outstanding record as an FAA senior manager is complemented by a wealth of experience in civil aviation security, airway facilities and information technology."

Harlan came to the Technical Center from the FAA's New England Region, where she held the position of special assistant to the regional administrator. She previously served as acting assistant manager of the region's Flight Standards Division and as manager of the Human Resource Division. Harlan also has had many assignments at the FAA's Washington headquarters.

Harlan joined the FAA in 1982 following the air traffic controller strike as a human relations specialist, helping to design FAA's approach to organizational change. Before coming to the agency, she was a senior management consultant at McBer and Co. in Boston, consulting with a variety of Fortune 500 companies on strategies for increasing corporate performance. Harlan also was a research project director at Wellesley College Research Center and was on the faculty at Harvard Business School.

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Harlan received a bachelor's degree in psychology at the University of Houston, and a master's degree and doctorate in applied research psychology from Ohio State University. She is licensed as a commercial, multi-engine pilot and is a graduate of the Senior Executive Service candidate development program.

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Contact: Les Dorr, Jr.
Phone: 202/267-8521
National Weather Service: Patrick J. Slattery
Phone: 816/426-7621, ext. 621, pat.slattery@noaa.gov

New Aviation Weather Data System Debuts on Internet

WASHINGTON -- The National Weather Service's Aviation Weather Center and the Federal Aviation Administration (FAA) today launched an experimental digital data program that will ultimately increase safety by giving aviation users more accurate weather forecasts.

The new Aviation Digital Data Service (ADDS), available via the Internet, will contain weather observations and forecasts important to the aviation community. The data, generated by sophisticated numerical models, can be used by pilots and the private meteorological industry to generate customized aviation products.

"This data set is the first step for putting critical weather information related to aviation in the hands of the users, individual pilots, the airlines, flight service stations and National Weather Service meteorologists, and allowing them to generate products to fit their different needs and applications," said David Rodenhuis, director of the Aviation Weather Center (AWC) in Kansas City, Mo. "Part of the weather service and FAA mission is to improve aviation weather services."

"We are improving the forecasting of weather elements such as icing, turbulence, and convection that impact aviation safety," added David Sankey, team leader for the FAA's Aviation Weather Research program. "This new data set is a first step in providing more accurate and accessible weather observations, such as gridded in-flight icing forecasts."

- more -

The ADDS, developed through a partnership of the National Weather Service and the FAA, represents an important milestone in realizing the vision of providing aviation-specific weather products. The agencies expect that the availability of the ADDS will spur the creation of software that will let aviation users manipulate the data for their precise requirements.

"Eventually, we want users to be able to have in their hands a forecast that says, 'You'll encounter these specific conditions at this particular location at this specific time,' if that's what they want," Sankey said.

The two agencies cooperate on numerous research programs designed to apply weather sciences and improve the services provided to aviation users. For example, an important component of the partnership is the Experiment Forecast Facility, supported by the FAA and located at the AWC, where new weather products are tested in an operational mode.

The AWC, one of the nine National Centers for Environmental Prediction, was formerly a part of the Weather Service's National Severe Storms Forecast Center. As a new national center dedicated to aviation, Rodenhuis said, the AWC will work even more closely with the FAA to improve forecasting tools to benefit the aviation industry and private pilots.

"The AWC provides weather data and forecasts for use by commercial weather services and U.S. airlines to help them operate more safely and more efficiently," Rodenhuis said. "We also provide benefits to private pilots and we are taking steps to make weather data more easily available to them. We apply our services through the FAA to the aviation industry to protect the thousands of people who fly each year in commercial and private aircraft."

The Internet address for the Aviation Digital Data Service is: *http://www.nws.noaa.gov/adds*. Additional information on the Aviation Weather Center also is available on the Internet. The AWC home page address is: *http://www.awc-kc.noaa.gov*. The address for the FAA's Aviation Weather research home page is: *http://www.faa.gov/AUA/ipt_prod/tower/awr/awr.htm*

The National Weather Service is part of the National Oceanic and Atmospheric Administration, which operates under the U.S. Department of Commerce.

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"We are improving the forecasting of weather elements such as icing, turbulence, and convection that impact aviation safety," added David Sankey, team leader for the FAA's Aviation Weather Research program. "This new data set is a first step in providing more accurate and accessible weather observations, such as gridded in-flight icing forecasts."

- more -

The ADDS, developed through a partnership of the National Weather Service and the FAA, represents an important milestone in realizing the vision of providing aviation-specific weather products. The agencies expect that the availability of the ADDS will spur the creation of software that will let aviation users manipulate the data for their precise requirements.

"Eventually, we want users to be able to have in their hands a forecast that says, 'You'll encounter these specific conditions at this particular location at this specific time,' if that's what they want," Sankey said.

The two agencies cooperate on numerous research programs designed to apply weather sciences and improve the services provided to aviation users. For example, an important component of the partnership is the Experiment Forecast Facility, supported by the FAA and located at the AWC, where new weather products are tested in an operational mode.

The AWC, one of the nine National Centers for Environmental Prediction, was formerly a part of the Weather Service's National Severe Storms Forecast Center. As a new national center dedicated to aviation, Rodenhuis said, the AWC will work even more closely with the FAA to improve forecasting tools to benefit the aviation industry and private pilots.

"The AWC provides weather data and forecasts for use by commercial weather services and U.S. airlines to help them operate more safely and more efficiently," Rodenhuis said. "We also provide benefits to private pilots and we are taking steps to make weather data more easily available to them. We apply our services through the FAA to the aviation industry to protect the thousands of people who fly each year in commercial and private aircraft."

The Internet address for the Aviation Digital Data Service is: *http://www.nws.noaa.gov/adds*. Additional information on the Aviation Weather Center also is available on the Internet. The AWC home page address is: *http://www.awc-kc.noaa.gov*. The address for the FAA's Aviation Weather research home page is: *http://www.faa.gov/AUA/ipt_prod/tower/awr/awr.htm*

The National Weather Service is part of the National Oceanic and Atmospheric Administration, which operates under the U.S. Department of Commerce.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 28-97
Thursday, February 20, 1997
Contact: Bob Hawk
Phone: (202) 276-8521

Statement By Barry Valentine, Acting Administrator,
Federal Aviation Administration,
On 737 Recommendations Issued By National Transportation Safety Board

WASHINGTON -- The Federal Aviation Administration (FAA) will assess very carefully the recommendations issued today by the National Transportation Safety Board (NTSB), in light of the FAA's aggressive, on-going program to review the Boeing 737's flight control system. This program embraces efforts by government and industry to improve aviation safety, in keeping with Vice President Gore's emphasis on utilizing partnerships in addressing important public issues.

A preliminary review of today's NTSB recommendations indicates that the FAA already is addressing their intent or has previously initiated actions focusing on the NTSB's proposals. The FAA will respond to these recommendations in a timely fashion and will identify any additional actions that may need to be taken.

On January 15, 1997, Vice President Gore announced that Boeing had proposed a series of improvements to the 737 rudder system. As part of its continuing operational safety program, the FAA indicated it intends to issue four Airworthiness Directives (ADs) requiring all 737 operators to implement the improvements proposed by Boeing. The ADs, a series of improvements to further minimize the already small risk of inadvertent 737 rudder movements, build on system advances developed by Boeing for inclusion in new 737s and other aircraft models. The ADs will propose retrofit of newly designed 737 rudder system components within a two-year time period.

This FAA AD requirement is extremely aggressive, considering that the system must be designed, manufactured and thoroughly tested to ensure it meets exacting FAA certification standards.

- more -

The FAA has also initiated actions that are responsive to other recommendations proposed by the NTSB.

For example, on January 2, 1997, the FAA issued an AD to 737 operators requiring them to adopt procedures within 30 days enabling flight crews to maintain control should an uncommanded yaw or roll condition occur. The AD, a precautionary measure, provides flightcrews with procedures to be used if a control anomaly occurs. This followed an initiative by the FAA November 1 mandating repetitive checks of the 737 main rudder power control unit (PCU) and its replacement, if necessary. That AD was prompted after tests by Boeing demonstrated a potential failure scenario previously unknown. There have been no reports of rudder operation anomalies as a result of a jammed secondary slide in the PCU.

In addition, on August 22, 1996, the FAA proposed nine ADs that addressed various components of the 737 aircraft. The proposed ADs, which did not require immediate corrective action, were prompted by an intensive Critical Design Review (CDR) initiated by the FAA following two accidents involving 737 aircraft near Colorado Springs, Colo., and Pittsburgh, Pa. The CDR resulted in changes or improvements of the 737 flight control system, but the review found no design flaws that could have caused either accident. The FAA is nearing final action on all nine ADs.

Worldwide, there are 2,075 aircraft in the 737 fleet -- 1,115 of them in the United States. Boeing has estimated that it would cost $126 million to retrofit the existing worldwide 737 fleet with new rudder system components. Of this amount, Boeing estimated the retrofit of the U.S. fleet would cost $50.4 million.

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FOR IMMEDIATE RELEASE
APA 29-97
Friday, February 21, 1997
Contact: Rebecca Trexler
Phone: (202) 267-8521
Dept. of Interior: Stephanie Hanna
Phone: (202) 208-6416

Regulations Will Help Restore Natural Quiet in Grand Canyon National Park

WASHINGTON — Secretary of Transportation Rodney Slater and Secretary of the Interior Bruce Babbitt said today their departments are working together to implement regulations that substantially restore natural quiet in Grand Canyon National Park.

Most of the rule's provisions — including a cap on overflights, curfews and new reporting requirements — will be implemented as planned May 1, resulting in a major improvement the public will experience this coming season. The final element of the plan, a restructuring of the park airspace and air routes, will be delayed until January 1998 to allow the agencies time to review carefully the extensive public comments received. The proposed rule outlining the phaseout of the use of noisier aircraft in the park is still open for public comment.

Starting May 1, the number of commercial tour aircraft that fly over the park will be limited to 1996 levels and air tour operators will be required to observe curfews for sightseeing operations. These new provisions are expected to result in a significant first step toward restoring the park's natural tranquillity.

The original announcement made Dec. 31, 1996, also established a new "flight-free" zone and modified other air routes, which will nearly double the park area where overflights are restricted. The Federal Aviation Administration (FAA) was prepared to implement this airspace structure May 1, but based on extensive responses from park users, aviation groups and Native American tribes during the comment period, the agency decided to allow additional time to carefully review all public input.

- more -

Charts of new flight-free zone and modified routes will be published in August 1997; both of these initiatives will become effective January 1998. In addition to gaining time to analyze extensive public comments, postponing implementation of the new airspace structure and routes will allow air tour flight crews to be trained and certified for the new operations during winter, a period of lower activity in the canyon.

All of these initiatives are the result of a mandate by President Clinton for federal agencies to reduce aviation noise in the Grand Canyon National Park. The president called for regulations that would substantially restore the park's natural quiet in his April 22, 1996, Earth Day memorandum.

This approach for implementing the Grand Canyon National Park final rule established by the Departments of Transportation and Interior will provide a substantial step forward in reducing noise from commercial air tours while allowing time to address additional public concerns raised since the announcement of the final rule on Dec. 31, 1996.

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FAA News Advance

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 30-97
Thursday, Feb. 27, 1997
Contact: Henry J. Price
Phone: (202) 267-8521

Third Straight Year of Airline Growth
Is Focus of Aviation Forecast Conference

Three straight years of airline growth and counting will be the focus of the annual Federal Aviation Administration Commercial Aviation Forecast Conference on Wednesday, March 5, and Thursday, March 6, at the Mayflower Hotel, 1127 Connecticut Ave., N.W., in Washington, D.C. The theme of this year's event is, "Growth Strategies for the 21st Century."

Acting FAA Administrator Barry L. Valentine will keynote the conference for the agency and Associate Administrator for Research & Acquisitions George Donohue will speak regarding the agency's efforts to modernize the air traffic system. American Airlines Chairman, President and Chief Executive Officer Robert Crandall will provide a luncheon address on the first day.

The first day's events will also include various sessions hosted by panelists representing government, industry and labor. The sessions will focus on a the role of government in meeting growing airspace needs, the environment for growth, and growth strategies for the 21st Century.

The second day's events will focus on "Planning for the Future: Implications of the FAA Forecasts." It will include various breakout sessions with attendees. The meetings will examine developments, technologies and government efforts to assist, airports, large air carriers, regional commuter carriers, and the overall National Airspace System (NAS).

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FOR IMMEDIATE RELEASE
APA 31-97
Friday, February 28, 1997
Contact: Rebecca Trexler
Phone: (202) 267-8521

FAA Statement on Coopers and Lybrand Report

WASHINGTON — Today's release of the Coopers and Lybrand report moves forward the process of financial reform for the Federal Aviation Administration (FAA). In addition to evaluating the FAA's financial structure, the report clearly points to the fact that the many limitations, constraints and conflicting stakeholder and customer objectives imposed on the agency's decision-making processes must be minimized or eliminated and replaced with greater operating flexibility in order for the agency to accomplish its goals. The FAA's customers and aviation stockholders must be committed to fundamental reform to bridge the increasing gap between the agency's projected responsibilities and anticipated resources over the next six years.

The report will serve both as a baseline for the newly-created National Civil Aviation Review Commission as it makes recommendations on FAA financial reform and as a guide for the FAA as it makes important management decisions.

The FAA will continue its effort to operate in a more businesslike and efficient way, and, above all, to continue to provide the safest aviation system in the world. We look forward to working with our stakeholders and the National Civil Aviation Review Commission as we examine the critical issues raised by this report.

Because the report is so voluminous, a read-only copy is available at FAA Public Affairs, located at 800 Independence Ave., Washington, D.C., Room 908, beginning Monday, March 3. Copies of the executive summary can be faxed upon request.

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