FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Thursday, January 2, 1997

APA 1-97
Contact: Bob Hawk
Tel.: (202) 267-8521

FAA ISSUES AIRWORTHINESS DIRECTIVE AFFECTING 737 FLIGHT PROCEDURES

As part of its continuing operational safety program, the Federal Aviation Administration (FAA) today issued an airworthiness directive (AD) to operators of Boeing 737 airplanes requiring them to adopt procedures enabling flight crews to maintain control should an uncommanded yaw or roll condition occur.

The procedures also address a jammed or restricted flight control condition should it occur in flight. Both conditions are considered to be remote.

The AD, a precautionary measure requiring action within 30 days, provides flight crews with procedures to be used if a control anomaly occurs. This follows an initiative by the FAA Nov. 1 mandating repetitive checks of the 737 main rudder power control unit (PCU) and replacement of the PCU, if necessary. That AD was prompted after tests by Boeing demonstrated a potential failure scenario previously unknown.

Boeing 737 operators have completed the FAA's required testing, and no anomalies have been detected. However, as a precaution, today's action by the FAA requires airlines to modify procedures in their 737 Airplane Flight Manual (AFM) -- a document containing an aircraft's operating limitations, performance information and emergency procedures -- to address potential rudder-related flight conditions.

Both today's flight procedures AD and the rudder testing AD issued on Nov. 1 are part of the FAA's aggressive program to work with the industry in reviewing the 737's flight control system. This effort follows two accidents involving 737 aircraft near Colorado Springs, Colo., and Pittsburgh. The Pittsburgh accident is still under investigation by the National Transportation Safety Board (NTSB) and the FAA has been working closely with the board as its inquiry continues.

- more -

Shortly after the 1994 Pittsburgh accident, the FAA initiated a Critical Design Review (CDR) that led to changes or improvements of the 737 flight control system. The CDR found no design flaws that could have caused either accident that prompted the review. Last August, the FAA issued nine proposed ADs that addressed discrepancies in various components of the 737 flight control system that could possibly lead to reduced ability to control the aircraft. None required immediate corrective action. The FAA is presently developing final actions based on comment received on the proposed ADs.

Worldwide, there are 2,705 aircraft in the 737 fleet, 1,115 of them in the United States. FAA estimates that it will cost about $67,000 for U.S. airlines to implement the AD -- determined at a rate of $60 per hour multiplied by one hour per registered aircraft.

# # #

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

[4910-13-U]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-266-AD; Amendment 39-9871; AD 96-26-07]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 737 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to all Boeing Model 737 series airplanes. This action requires revising the FAA-approved Airplane Flight Manual (AFM) to include procedures that will enable the flight crew to take appropriate action to maintain control of the airplane during an uncommanded yaw or roll condition, and to correct a jammed or restricted flight control condition. This amendment is prompted by an FAA determination that such procedures currently are not defined adequately in the AFM for these airplanes. The actions specified in this AD are intended to ensure that the flight crew is advised of the potential hazard associated with a jammed or restricted flight control condition and of the procedures necessary to address it.

DATES: Effective [insert date 15 days after date of publication in the **Federal Register**].

Comments for inclusion in the Rules Docket must be received on or before [insert date 60 days after date of publication in the **Federal Register**].

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-266-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The information concerning this amendment may be obtained from or examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Les Berven, Flight Test Pilot, Flight Test Branch, ANM-160S, Seattle Aircraft Certification Office, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2666; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: As part of its Continuing Operational Safety Program, the FAA has become aware of new information related to the safety of Boeing Model 737 series airplanes. Recent tests of the main rudder power control unit (PCU), conducted at Boeing, demonstrated a potential failure scenario that was previously unknown. These tests revealed that, if the secondary slide of the PCU jams in certain positions, rudder pedal input can cause deformation in the linkage leading to the primary and secondary slides of the servo valve of the main rudder PCU. This situation could result in rudder deflection in the opposite direction of the rudder command, and a jammed rudder.

Other Relevant Rulemaking

The conditions described previously were addressed previously in AD 96-23-51, amendment 39-9818 (61 FR 59317, November 22, 1996), which is applicable to all Boeing Model 737 series airplanes. That AD requires repetitive tests to verify proper operation of the rudder power control unit (PCU), and replacement of the PCU, if necessary. The actions specified by that AD are intended to prevent rudder motion in the opposite direction of the rudder command.

FAA's Findings

As a result of analysis related to the previously prescribed tests, the FAA finds that certain procedures should be included in the FAA-approved Airplane Flight Manual

(AFM) for Model 737 series airplanes to enable the flight crew to take appropriate action to maintain control of the airplane during an uncommanded yaw or roll condition, and to correct a jammed or restricted flight control condition. The FAA has determined that such procedures currently are not defined adequately in the AFM for these airplanes.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other Boeing Model 737 series airplanes of the same type design, this AD is being issued to ensure that the flight crew is advised of the potential hazard associated with a jammed or restricted flight control condition and of the procedures necessary to address it. This AD requires revising the AFM to include procedures that will enable the flight crew to take appropriate action to maintain control of the airplane during an uncommanded yaw or roll condition, and to correct a jammed or restricted flight control condition.

Determination of Rule's Effective Date

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption "ADDRESSES." All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the

commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 96-NM-266-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket.

A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption "ADDRESSES."

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39 - AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 - [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

96-26-07 BOEING: Amendment 39-9871. Docket 96-NM-266-AD.

Applicability: All Model 737 series airplanes, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To ensure that the flight crew is advised of the potential hazard associated with jammed or restricted flight controls and of the procedures necessary to address it, accomplish the following:

(a) Within 30 days after the effective date of this AD, accomplish paragraphs (a)(1) and (a)(2) of this AD.

(1) Revise the Emergency Procedures Section of the FAA-approved Airplane Flight Manual (AFM) to include the following recall item, which will enable the flight crew to take appropriate action to maintain control of the airplane during an uncommanded yaw or roll condition. This may be accomplished by inserting a copy of this AD in the AFM.

"UNCOMMANDED YAW OR ROLL

RECALL

Maintain control of the airplane with all available flight controls. If roll is uncontrollable, immediately reduce angle of attack and increase airspeed. Do not attempt to maintain altitude until control is recovered. If engaged, disconnect autopilot and autothrottle."

(2) Revise the section entitled "JAMMED FLIGHT CONTROLS" of the Normal Procedures Section (for Model 737-100 and -200 series airplanes) or the Non-Normal Procedures Section (for Model 737-300, -400, and -500 series airplanes), as applicable, of the FAA-approved AFM to include the following procedures, which will enable the flight crew to take appropriate action to maintain control of the airplane and to correct a jammed or restricted flight control condition. This may be accomplished by inserting a copy of this AD in the AFM.

Operators shall submit their requests through an appropriate FAA Principal Operations Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) This amendment becomes effective on [insert date 15 days after date of publication in the **Federal Register**].

Issued in Renton, Washington, on December 23, 1996.

Original Signed By:

S. R. Miller, Acting Manager,

Transport Airplane Directorate,
Aircraft Certification Service.

FAA News

New York, NY

FOR IMMEDIATE RELEASE
Friday, January 3, 1997

APA 02-97
Contact: Arlene Salac
Tel.: (718) 553-3011

STAFFING INCREASES PLANNED FOR NEW YORK METRO AREA AIR TRAFFIC CONTROL FACILITIES

New York -- The Federal Aviation Administration has initiated a staffing plan for its New York metropolitan area air traffic control facilities in order to attract a steady flow of new controllers to those facilities.

The staffing authorized for these facilities has been increased to meet growing traffic capacity demands. The air traffic controller staff at New York area facilities has increased significantly over the past year and is scheduled to grow steadily in coming years. The air traffic control work force at the New York radar approach control facility increased from 225 to 235 in February 1996; Kennedy and LaGuardia Tower's controller work force increased from 30 to 33 last July, while the Newark tower staff increased from 30 to 33. Additional staffing increases are planned for the New York approach control facility and Kennedy, LaGuardia and Newark towers in Fiscal Year 1997, and an increase in controller work force staffing from 314 to 335 has been approved for the New York air route traffic control center.

New York Center currently has a controller work force of 281. This number is expected to increase by 40, to 321, by the end of FY97. Although this number is still below the authorized staffing level for this facility, it does not represent a staff shortage because the additional numbers are intended for future growth.

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In the meantime, air safety will in no way be jeopardized. Air traffic operations for the major New York metropolitan airports increased by 23% in the first half of this decade, from 2,362,905 operations in 1990 to 2,893,827 operations in 1995. At the same time, delays have decreased by 39%. This represents a significant gain in efficiency and economy for the American public.

"The FAA has consistently maintained appropriate staffing levels to provide the highest level of safety at the high desntiy air traffic facilities in the New York area," according to John S. Walker, manager, FAA Air Traffic Division, Eastern Region. "We have increased authorized levels for staffing and we will continue to work to bring more controllers on board," he said.

The steady growth in air traffic has imposed a requirement for a certain amount of overtime for some members of the controller work force. However, this has been on a strictly voluntary basis. Furthermore, a 1996 review of air traffic control operations at the New York Center and New York Tracon facilities found that of those air traffic control specialists reviewed, almost 75% of those who worked a six-day week (five regular scheduled days and one day of overtime) took some type of leave during that week. The findings indicated that very few controllers actually worked a full six-day week.

As the growth in air traffic is expected to continue, the FAA is pursuing innovative measures to attract new candidates to the controller work force. Former members of the Professional Air Traffic Controllers Organization (PATCO) are being recruited; special pay incentives have been approved to attract and keep controllers in the New York area; the FAA is currently hiring college graduates, veterans and Defense Department employees with air traffic control experience; and local screen is being implemented to hire and retain air traffic control candidates from the New York area. All of these are part of a four-year plan to ensure a proper flow of new controllers into FAA air traffic control facilities in the New York metropolitan area.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Friday, January 3, 1997

APA 03-97
Contact: Drucella Andersen
Tel.: (202) 267-8521

STATEMENT
BY
FEDERAL AVIATION ADMINISTRATION
ON NTSB URGENT RECOMMENDATION
ON ACCIDENT IN QUINCY, ILLINOIS,
ON NOVEMBER 19, 1996

The Federal Aviation Administration (FAA) said it would launch an immediate review of the urgent recommendation issued this evening by the National Transportation Safety Board (NTSB) in connection with an accident November 19, 1996, involving two aircraft at an airport in Quincy, Ill.

The FAA, which takes the board's recommendations very seriously, will respond to today's proposals within the required 90 days.

According to the NTSB, the FAA has responded positively to 90 percent of the board's urgent recommendations.

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FAA News

U.S. Department
of Transportation
Federal Aviation
Administration

Great Lakes Office of Public Affairs
2300 E. Devon Ave.
Room 366, AGL-5
Des Plaines, Ill. 60018

FOR IMMEDIATE RELEASE
Monday, Jan. 6, 1997

Contact: Don Zochert
Tel.: (847) 294-7427
(847) 294-8400

STATEMENT ON MEIGS FIELD

The Federal Aviation Administration is aware that the City of Chicago, as the official sponsor of Meigs Field, is interested in staffing and airspace issues related to the potential reopening of the airport. We have received no proposals but will work promptly with the sponsor, as we have in the past, to provide safe aviation services.

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FAA News

Washington, D.C.

FOR IMMEDIATE RELEASE
Tuesday, January 7, 1997

APA 04-97
Contact: Rebecca Trexler
Tel.: (202) 267-8521

ALBEE APPOINTED TO NEW POST AS AIRCRAFT NOISE OMBUDSMAN

Federal Aviation Administration (FAA) Acting Administrator Linda Hall Daschle has named William Albee to the newly created position of Aircraft Noise Ombudsman.

As Aircraft Noise Ombudsman, Albee will serve as the FAA's public liaison on aircraft noise issues and will advise the administrator when proposed aircraft route changes may increase noise over populated areas. He will ensure that any route changes over populated and other "noise-sensitive" areas follow required statutory and regulatory procedures, and that affected communities are involved before changes are implemented. Albee also will be responsible for resolving aviation noise concerns that cannot be handled by local FAA officials.

The ombudsman appointment was mandated in the Federal Aviation Reauthorization Act signed by President Clinton last October.

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U.S. Department
of Transportation
Federal Aviation
Administration

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Georgia * Tennessee * North Carolina * South Carolina * Alabama * Mississippi * Kentucky * Florida * Puerto Rico * U.S. Virgin Islands

FOR IMMEDIATE RELEASE
January 8, 1996

CONTACT: Kathleen B. Bergen

FAA AUTHORIZES VALUJET TO ADD THREE AIRCRAFT

The Federal Aviation Administration (FAA) today authorized ValuJet Airlines to add three DC-9 aircraft to its fleet. The addition of the aircraft to ValuJet's operations specifications followed a complete records review and conformity check of each aircraft.

The records review entailed a complete examination of all maintenance documents on each aircraft. The conformity check required a complete inspection of each aircraft to ensure compliance will all applicable provisions of Federal Aviation Regulation (FAR) Part 121. The records review and conformity checks were completed first by ValuJet personnel, then by FAA Aviation Safety Inspectors.

On Nov. 15, 1996, ValuJet sought authority from the FAA to add five aircraft to its fleet of 15 DC-9s and to add three additonal cities to its route structure. This approval is required under the terms of the June 18, 1996, consent agreement signed by ValuJet and the FAA. Today's action allows three of those aircraft to be added to ValuJet's fleet. The additional two aircraft are pending. On January 3, FAA allowed ValuJet to begin service to West Palm Beach and Ft. Myers, Fla.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 05-97
Tuesday January 14, 1997
Contact: Michael Malden
Phone: 202-267-3438

FAA Public Affairs To Distribute News Releases Via E-Mail

(Washington, D.C.) Starting today, the Federal Aviation Administration (FAA) will distribute news releases via Internet electronic mail to users who subscribe to this service.

Once a subscription has been received, all FAA news releases, fact sheets and media advisories will be automatically transmitted to the subscriber via e-mail. These electronic mailings will ensure that the news media and others interested in aviation issues receive all releases as quickly as possible.

To subscribe to the FAA's news release service, address an e-mail to:

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In addition to the electronic news release service, the FAA will continue faxing its releases to all media outlets currently on its list. Agency news releases are also available on the FAA's web site at http://www.faa.gov under "News & Information."

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FAA News

Atlanta, GA

FOR IMMEDIATE RELEASE
Tuesday, January 14, 1997

Contact: Kathleen Bergen
(404) 305-5100

FAA AUTHORIZES VALUJET TO ADD ANOTHER AIRCRAFT

ATLANTA -- The Federal Aviation Administration today authorized ValuJet Airlines to add an additional DC-9 aircraft to its fleet. The approval allows ValuJet to expand its fleet to 19 aircraft, all DC-9s.

The approval for the additional aircraft follows a complete records review and conformity check of the additional aircraft by the FAA.

The records review entailed a complete examination of all maintenance documents for the additional DC-9. The conformity check required a complete inspection of the DC-9 to ensure compliance with all applicable provisions of Federal Aviation Regulations. The records review and conformity checks were completed first by ValuJet personnel, then by FAA aviation safety inspectors.

ValuJet applied to the FAA on Nov. 15, 1996, for authority to add five aircraft to its fleet of 15 DC-9s and to expand its route network to three additional cities. FAA approval is required under the terms of the June 18, 1996, consent agreement signed by ValuJet and the FAA. On Jan. 3, approval was granted for ValuJet to begin service to West Palm Beach and Ft. Myers, Fla. Subsequently, the FAA on Jan. 8 authorized ValuJet to add three additional DC-9s to its fleet, but permission was withheld for the remaining two aircraft pending completion of the maintenance document reviews and conformity checks on those aircraft. Today's action releases one of those aircraft for service, while reviews and conformity checks continue on the fifth aircraft.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 05-97
Tuesday January 14, 1997
Contact: Michael Malden
Phone: 202-267-3438

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 06-97
Tuesday, January 14, 1997
Contact: Rebecca Trexler
Phone: (202) 267-8521

FAA Announces Assessments of Foreign Compliance With International Safety Standards

WASHINGTON, D.C. — As part of an effort to provide the public with more information about aviation safety in international travel, the Federal Aviation Administration (FAA) today announced the results of the agency's assessments of seven countries and Taiwan to provide safety oversight of their air carriers that operate in the United States. Canada, Cayman Islands, France, Germany, the Netherlands, and the United Kingdom comply with international safety standards. Taiwan and the Caribbean island groups of Turks and Caicos are rated as conditional.

The assessments are not an indication of whether individual foreign carriers are safe or unsafe, rather they determine whether or not foreign civil aviation authorities are in place and the extent to which those authorities ensure that operational and safety procedures are maintained by their air carriers.

The focus of the FAA's foreign assessment program is on the civil aviation authority and not individual carriers. These civil authorities are assessed for their adherence to International Civil Aviation Organization's (ICAO) aviation safety standards, not FAA regulations.

Travelers may call 1-800-FAA-SURE (1-800-322-7873) to obtain a summary statement about whether a foreign civil aviation authority has been assessed and the results, if available.

Countries whose air carriers fly to the United States must adhere to the safety guidelines of ICAO, the United Nations' technical agency for aviation which establishes international standards and recommended practices for aircraft operations and maintenance.

The FAA, with the cooperation of the host civil aviation authority, only makes assessments of those countries whose airlines have operating rights to or from the United States, or have requested such rights.

— more —

Specifically, the FAA determines whether a foreign civil aviation authority has an adequate infrastructure for international aviation safety oversight as defined by the ICAO standards. The basic elements that the FAA considers necessary include: 1) laws enabling the appropriate government office to adopt regulations necessary to meet the minimum requirements of ICAO; 2) current regulations that meet those requirements; 3) procedures to carry out the regulatory requirements; 4) air carrier certification, routine inspection, and surveillance programs; and 5) organizational and personnel resources to implement and enforce the above.

The FAA has established three ratings for the status of these civil aviation authorities at the time of the assessment: (1) does comply with ICAO standards, (2) conditional and (3) does not comply with ICAO standards.

- **Category I, Does Comply with ICAO Standards:** A civil aviation authority has been assessed by FAA inspectors and has been found to license and oversee air carriers in accordance with ICAO aviation safety standards.

- **Category II, Conditional:** A civil aviation authority in which FAA inspectors found areas that did not meet ICAO aviation safety standards and the FAA is negotiating actively with the authority to implement corrective measures. During these negotiations, limited operations by the foreign air carriers to the U.S. are permitted under heightened FAA operations inspections and surveillance.

- **Category III, Does Not Comply with ICAO Standards:** A civil aviation authority found not to meet ICAO standards for aviation oversight. Unacceptable ratings apply if the civil aviation authority has not developed or implemented laws or regulations in accordance with ICAO standards; if it lacks the technical expertise or resources to license or oversee civil aviation; if it lacks the flight operations capability to certify, oversee and enforce air carrier operations requirements; if it lacks the aircraft maintenance capability to certify, oversee and enforce air carrier maintenance requirements; or if it lacks appropriately trained inspector personnel required by ICAO standards. Operations to the U.S. by a carrier from a country that has received a Category III rating are not permitted unless the country arranges to have its flights conducted by a duly authorized and properly supervised air carrier appropriately certified from a country meeting international aviation safety standards.

The FAA has assisted civil aviation authorities with less than acceptable ratings by providing technical expertise, assistance with inspections, and training courses. The FAA hopes to work with other countries through ICAO to address non-compliance with international aviation safety oversight standards.

The FAA will continue to release the results of safety assessments to the public as they are completed. First announced in September 1994, the ratings are part of an ongoing FAA program to assess all countries with air carriers that operate to the United States.

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1/6/96

FAA Flight Standards Service
International Aviation Safety
Assessment Program (IASA)

NUMBER	COUNTRY	CATEGORY	NUMBER	COUNTRY	CATEGORY
1	Argentina	1	37	Kiribati (no current operators)	3
2	Aruba	1	38	Kuwait	2
3	Australia	1	39	Marshall Islands	1A
4	Bahamas	1	40	Malaysia	1
5	Bangladesh	1	41	Mexico	1
6	Belize (no current operators)	3	42	Morocco	2
7	Bolivia	2	43	Nauru	1
8	Brazil	1	44	Netherlands	1
9	Brunei Darussalam	1	45	Netherlands Antilles: Curacau, St. Martin, Bonaire, Saba, St.Eustatius) -	1
10	Bulgaria	1	46	New Zealand	1
11	Canada	1	47	Nicaragua (no current operators)	3
12	Cayman Islands	1	48	Oman	1
13	Chile	1	49	Organization of Eastern Caribbean States (OECS) covers: Anguilla, Antigua & Barbuda, Dominica, Grenada, Montserrat, St. Lucia, St. Vincent and The Grenadines, St. Kitts and Nevis	2
14	Colombia	2	50	Panama	1
15	Costa Rica	1	51	Paraguay (no current operators)	3
	Cote D' Ivoire	2	52	Peru	2
	Czech Republic	1	53	Phillipines	2
18	Dominican Republic (no current operators)	3	54	Poland	1
19	Ecuador	2	55	Republic of South Korea	1
20	El Salvador	1	56	Romania	1
21	France	1	57	South Africa	1
22	Fiji	1	58	Suriname	3
23	Federal Republic of Yugoslavia (Serbia and Montenegro)	1	59	Swaziland (no current operators)	3
24	Gambia (no current operators)	3	60	Taiwan	2
25	Germany	1	61	Thailand	2
26	Ghana	1	62	Trinidad & Tobago	2
27	Guatemala	2	63	Turkey	1
28	Guyana	1A	64	Turks & Caicos	2
29	Haiti	3	65	Ukraine	1
30	Honduras (no current operators)	3	66	United Kingdom	1
31	Hong Kong	1	67	Uruguay (no current operators)	3
32	Hungary	1	68	Uzbekistan	1
33	Indonesia	2	69	Venezuela	2
34	Israel	1	70	Western Samoa	1
35	Jamaica	2	71	Zaire (no current operators)	3
36	Jordan	1	72	Zimbabwe (no current operators)	3

Category 1 — **Meets ICAO Standards**
Category 2 — **Conditional**
Category 3 — **Does Not Meet ICAO Standards**

Canada

The U.S. Federal Aviation Administration completed an assessment of this government's civil aviation authority in December 1996. The purpose of this assessment was to determine whether the civil aviation authority was in compliance with the aviation safety oversight standards contained within the International Civil Aviation Organization (ICAO) Annexes to the Convention on International Civil Aviation (1944) (Chicago Convention). It is every government's obligation to establish an infrastructure (i.e., a civil aviation authority) that implements oversight of international aviation standards and ensures compliance by the air carriers which that state licenses.

The FAA found at the time of the assessment that this government's civil aviation authority was in compliance with ICAO aviation safety oversight standards regarding air carrier operations. Further information can be obtained by calling the FAA at 1-800-322-7873.

Release: January 1997

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France

The U.S. Federal Aviation Administration completed an assessment of this government's civil aviation authority in December 1996. The purpose of this assessment was to determine whether the civil aviation authority was in compliance with the aviation safety oversight standards contained within the International Civil Aviation Organization (ICAO) Annexes to the Convention on International Civil Aviation (1944) (Chicago Convention). It is every government's obligation to establish an infrastructure (i.e., a civil aviation authority) that implements oversight of international aviation standards and ensures compliance by the air carriers which that state licenses.

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Release: January 1997

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Germany

The U.S. Federal Aviation Administration completed an assessment of this government's civil aviation authority in December 1996. The purpose of this assessment was to determine whether the civil aviation authority was in compliance with the aviation safety oversight standards contained within the International Civil Aviation Organization (ICAO) Annexes to the Convention on International Civil Aviation (1944) (Chicago Convention). It is every government's obligation to establish an infrastructure (i.e., a civil aviation authority) that implements oversight of international aviation standards and ensures compliance by the air carriers which that state licenses.

The FAA found at the time of the assessment that this government's civil aviation authority was in compliance with ICAO aviation safety oversight standards regarding air carrier operations. Further information can be obtained by calling the FAA at 1-800-322-7873.

Release: January 1997

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Netherlands

The U.S. Federal Aviation Administration completed an assessment of this government's civil aviation authority in December 1996. The purpose of this assessment was to determine whether the civil aviation authority was in compliance with the aviation safety oversight standards contained within the International Civil Aviation Organization (ICAO) Annexes to the Convention on International Civil Aviation (1944) (Chicago Convention). It is every government's obligation to establish an infrastructure (i.e., a civil aviation authority) that implements oversight of international aviation standards and ensures compliance by the air carriers which that state licenses.

The FAA found at the time of the assessment that this government's civil aviation authority was in compliance with ICAO aviation safety oversight standards regarding air carrier operations. Further information can be obtained by calling the FAA at 1-800-322-7873.

Release: January 1997

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United Kingdom

The U.S. Federal Aviation Administration completed an assessment of this government's civil aviation authority in December 1996. The purpose of this assessment was to determine whether the civil aviation authority was in compliance with the aviation safety oversight standards contained within the International Civil Aviation Organization (ICAO) Annexes to the Convention on International Civil Aviation (1944) (Chicago Convention). It is every government's obligation to establish an infrastructure (i.e., a civil aviation authority) that implements oversight of international aviation standards and ensures compliance by the air carriers which that state licenses.

The FAA found at the time of the assessment that this government's civil aviation authority was in compliance with ICAO aviation safety oversight standards regarding air carrier operations. Further information can be obtained by calling the FAA at 1-800-322-7873.

Release: January 1997

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Taiwan

The U.S. Federal Aviation Administration conducted an assessment of Taiwan's civil aviation authority in October 1996. The purpose of this assessment was to determine whether the civil aviation authority was in compliance with the aviation safety oversight standards contained within the International Civil Aviation Organization (ICAO) Annexes to the Convention on International Civil Aviation (1944) (Chicago Convention). It is every government's obligation to establish an infrastructure (i.e., a civil aviation authority) that implements oversight of international aviation standards and ensures compliance by the air carriers which that state licenses.

The FAA found at the time of the assessment that Taiwan's civil aviation authority was not in compliance with ICAO aviation safety oversight standards regarding air carrier operations. Active negotiations with the Taiwan authorities are being conducted to implement a process to correct identified deficiencies. In the interim, limited operations by Taiwanese air carriers to the United States are permitted under heightened FAA operational inspections and surveillance. Further information can be obtained by calling the FAA at 1-800-322-7873.

Specific identified deficiencies:

- Subject civil aviation authority does not have adequate technically qualified personnel and inspector workforce implementing guidance to undertake air carrier certification and surveillance; and

- Subject civil aviation authority does not have adequate records of air carrier certification.

Release: January 1997

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Cayman Islands

The U.S. Federal Aviation Administration completed an assessment of this government's civil aviation authority in December 1996. The purpose of this assessment was to determine whether the civil aviation authority was in compliance with the aviation safety oversight standards contained within the International Civil Aviation Organization (ICAO) Annexes to the Convention on International Civil Aviation (1944) (Chicago Convention). It is every government's obligation to establish an infrastructure (i.e., a civil aviation authority) that implements oversight of international aviation standards and ensures compliance by the air carriers which that state licenses.

The FAA found at the time of the assessment that this government's civil aviation authority was in compliance with ICAO aviation safety oversight standards regarding air carrier operations. Further information can be obtained by calling the FAA at 1-800-322-7873.

Release: January 1997

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Turks and Caicos

The U.S. Federal Aviation Administration completed an assessment of the Turks and Caicos' civil aviation authority in December 1996. The purpose of this assessment was to determine whether the civil aviation authority was in compliance with the aviation safety oversight standards contained within the International Civil Aviation Organization (ICAO) Annexes to the Convention on International Civil Aviation (1944) (Chicago Convention). It is every government's obligation to establish an infrastructure (i.e., a civil aviation authority) that implements oversight of international aviation standards and ensures compliance by the air carriers which that state licenses.

The FAA found at the time of the assessment that the Turks and Caicos' civil aviation authority was not in compliance with ICAO aviation safety oversight standards regarding air carrier operations. Active negotiations with the Turks and Caicos authorities are being completed to implement a process to correct identified deficiencies. In the interim, limited operations by Turks and Caicos air carriers to the United States are permitted under heightened FAA operational inspections and surveillance. Further information can be obtained by calling the FAA at 1-800-322-7873.

Specific identified deficiencies:

- Subject civil aviation authority does not have an adequate organization, technically qualified personnel or inspector workforce implementing guidance to undertake air carrier certification and surveillance; and

- Subject civil aviation authority does not have adequate records of air carrier certification, continuing surveillance, or inspection record

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 07-96
Wednesday, January 15, 1997
Contact: Bob Hawk
Phone: (202) 267-8521

MEDIA ADVISORY

FAA TO ANNOUNCE 737 RUDDER MODIFICATIONS

WASHINGTON, DC -- The Federal Aviation Administration (FAA) will hold a media availability today with Thomas E. McSweeny, director of the FAA's Aircraft Certification Service, to discuss proposed modifications to the Boeing 737 rudder system.

The availability will be at 2:30 p.m. located on the main level of the Marvin Center Theater at George Washington University, 800 Twenty-first Street, N.W., Washington, DC 20052.

Note: Because of the informal nature of the briefing, no cameras, please. Only credentialed press will be admitted.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 08-97
Wednesday, January 15, 1997
Contact: Les Dorr, Jr.
Phone: (202) 267-8521

Fact Sheet
Ha-laska Free Flight Demonstration Project

Beginning in 1999, the Federal Aviation Administration (FAA) will conduct a two-year evaluation of new air traffic management concepts and technologies in Alaska and Hawaii to help accelerate the pace of safety and efficiency improvements throughout the U.S. aviation system.

The goal of the "Ha-laska" (Hawaii-Alaska) project is to demonstrate that existing technologies can support the concept of "free flight" — a revolutionary air traffic management concept that greatly increases users' flexibility to plan flight routes and operate aircraft. These technologies include the Global Positioning System (GPS) navigation satellites, digital data link for communications, navigation and surveillance, and conflict probe and safety alert systems on the ground and aboard aircraft.

The free flight concept to be tested in the Ha-laska program could, in its ultimate form, let pilots fly whatever route and altitude is best for the existing conditions. The advantages include fuel and time savings from flying more direct routes and a more efficient use of airspace to accommodate aviation growth.

The FAA and its industry partners already have conducted simulation tests and laboratory demonstrations of all the free flight technologies separately. But to make a rapid transition to a modernized system across the United States that takes advantage of these technologies, a complete operational system evaluation must be done under real operational conditions prior to system-wide deployment. This will significantly reduce the learning curve and pave the way for a faster and smoother transition to the new modernized system. It also will help ensure that the money spent to modernize the U.S. air traffic system will achieve the intended benefits.

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Another objective of the Ha-laska evaluation will be to help find ways to reduce the cost of avionics as well as the cost of certifying this on-board equipment. The FAA believes true system-wide safety and capacity benefits will be realized only if there is virtually universal equipage of aircraft.

Alaska and Hawaii were selected as evaluation sites because of their unique features. Hawaii offers a controlled environment with an affordable fleet size to do full-scale evaluation safely and quickly. Alaska offers similar advantages, plus a wide range of weather conditions and rugged terrain to help evaluate the safety benefits of providing weather displays, collision avoidance alerts and other safety information directly to the cockpit.

Approximately 2,000 aircraft in both states will be equipped with compatible on-board avionics. These include all commercial and general aviation (non-commercial) aircraft in Hawaii (about 600) and 1,400 commercial aircraft in Alaska. Approximately 100 military aircraft also will be similarly equipped. Funding issues are currently under consideration.

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An electronic version of this fact sheet is available via the World Wide Web at: www.faa.gov

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 09-97
Wednesday, January 15, 1997
Contact: Bob Hawk
Phone: (202) 267-8521

Vice President Gore Announces Initiatives
Requiring Retrofit of 737 Rudder Components

WASHINGTON — Vice President Al Gore today announced that the Federal Aviation Administration (FAA) -- as part of its continuing aircraft operational safety program -- intends to issue Airworthiness Directives (ADs) requiring retrofit of four newly developed components into the rudder system of existing Boeing 737 aircraft. 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.

Vice President Gore described the action as an important new step by government and industry to improve safety. Speaking at the conclusion of a major International Conference on Aviation Safety and Security, he said the FAA's initiatives "will enhance safety, in partnership with the aviation industry. And, they help set a tone for an expanded and more innovative approach to improving safety."

"The actions announced today are the latest in the FAA's aggressive, on-going program to review the Boeing 737's flight control system and take appropriate corrective actions where necessary," said Linda Hall Daschle, acting FAA administrator. "The Airworthiness Directives augment design advances developed by Boeing for inclusion in new 737s and other Boeing aircraft."

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Specifically, the four 737 components requiring retrofit with newly designed systems, and their intended functions, are:

1. Main 737 rudder power control unit (PCU) servo valve. The redesigned PCU will have a new servo valve similar to the one proposed by Boeing to be included in its new 737-700 aircraft. The new PCU, which will undergo extensive testing to evaluate the effect of rudder control system jamming, will eliminate any possibility of uncommanded rudder motion, including rudder reversals.

2. Yaw damper system. This system, now using mechanical rate gyros, will be removed and replaced by solid state rate gyros, to reduce the possibility of system faults. The new system will incorporate a dual configuration similar to the unit used in Boeing 747-400, 757 and 767 airplanes.

3. Rudder hydraulic pressure reducer. Also known as a rudder limiter, this is a new system designed to decrease rudder movements and improve ability of flight crews to control an aircraft in the unlikely event of a sharp movement known as a rudder hardover. The new design will be incorporated by Boeing in its new 737-600, -700 and -800 aircraft.

4. Dual load fasteners on rudder control rod. Redesigned fasteners (bolts) on the control rod that links a torque tube to the main rudder PCU input arm will also be required. The new fasteners will reduce the likelihood of a load path failure on the control rod.

Compliance dates for the proposed ADs will vary, depending on the availability of parts and the safety priority of the modifications -- most likely two years from the effective date of the final ADs affecting the PCU and rudder control rod, and three years from the effective date for the proposals addressing the yaw damper system and rudder pressure reducer.

The proposed ADs to be issued by the FAA are part of its continuing 737 flight control system review following two accidents involving 737 aircraft near Colorado Springs, Colo., and Pittsburgh, Pa. The Pittsburgh accident is still under investigation by the National Transportation Safety Board (NTSB) and the FAA is working closely with the board as its investigation continues. The FAA's actions do not represent any conclusions regarding the cause of the two unresolved 737 accidents.

Shortly after the 1994 Pittsburgh accident, the FAA initiated a Critical Design Review (CDR) that generated changes or improvements of the 737 flight control system. The CDR found no design flaws that could have caused either accident that prompted the review, but identified some discrepancies in various components of the 737 flight control system that could possibly lead to reduced ability to control the aircraft. Last August, the FAA issued nine proposed ADs that addressed the discrepancies. None required immediate corrective action. The FAA is presently developing final actions based on comments received on the proposed ADs.

In addition, as a precautionary measure, the FAA issued an AD on January 2 requiring 737 operators to adopt procedures to advise pilots how to deal with any uncommanded yaw or roll that might occur.

Worldwide, there are approximately 2,700 aircraft in the 737 fleet, 1,115 of them in the United States. Boeing estimates the cost of retrofitting the worldwide fleet at $126 million; of this, $50.4 million is estimated by Boeing to retrofit the U.S. fleet.

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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

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 11-97
Wednesday, January 15, 1997
Contact: Bob Hawk
Tel.: 202-267-8521

STATEMENT OF ACTING FAA ADMINISTRATOR LINDA DASCHLE

Vice President Gore's speech today marks an important day for aviation safety in this country.

The actions announced today are the latest in the FAA's aggressive, on-going program to review the Boeing 737's flight control system and take appropriate corrective actions where necessary. The Airworthiness Directives augment design advances developed by Boeing for inclusion in new 737s and other Boeing aircraft.

While the causes of the 737 accidents in 1991 and 1994 have not been determined, the best minds in aviation have been working hard to find the probable causes. Numerous individuals and organizations from the aviation industry are involved in the effort -- airlines, manufacturers, pilots and mechanics, the FAA and, very importantly, the National Transportation Safety Board.

We believe the steps the FAA is requiring today will make a safe airplane even safer. We want to ensure that the rudder moves only when the pilot wants it to. We want to ensure that the planes Americans rely on day in and day out are the safest possible. That's a commitment I know is shared not just throughout the FAA but throughout the aviation industry. Today's action demonstrates that broad commitment to safety.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 12-97
Wednesday, January 15, 1997
Contact: Eliot Brenner
Phone: (202) 267-3883

FAA STATEMENT ON DoD DIGITAL DATA ACTION

The action by the Defense Department making its global digital terrain elevation database available for use in civil aviation is an important step that can have an impact on one of the recurring causes of accidents -- controlled flight into terrain. This is another example of defense technology being used to help save lives and improve the efficiency of aviation, not only in this country but around the world.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 13-97
Thursday, January 16, 1997
Contact: Les Dorr, Jr.
Phone: (202) 267-8521

New Air Traffic Computer On-Line at Chicago
10 Months Ahead of Schedule

WASHINGTON -- Ten months ahead of schedule and more than $3 million under budget, the Federal Aviation Administration (FAA) has declared the new Display Channel Complex Rehost (DCCR) computer system at its Chicago Air Route Traffic Control Center operational and ready to handle flights at the nation's busiest air hub.

DCCR gives controllers in Chicago a modern and reliable computer system to generate their radar displays and other critical flight information. The system replaces an IBM 9020E computer that has been the center's primary radar data processing computer since the early 1970s. DCCR incorporates faster data processing and increased capacity, is easier to maintain and requires less power than the old equipment.

"Declaring DCCR operational in Chicago proves that we have taken one more key step in revitalizing the modernization of the nation's air traffic control system," said FAA Acting Administrator Linda Hall Daschle. "DCCR is one part of an overall plan that will give controllers better equipment while saving taxpayers $1.6 billion."

DCCR is an interim system that will be replaced by the more comprehensive Display System Replacement (DSR) in late 1998. The FAA moved forward with development and installation of DCCR because performance of the old system had progressively deteriorated over the past few years. In 1996, for example, the system was down for a total of 333 hours; the 1995 figure was 325.6 hours.

-more-

Fielding DCCR earlier than originally planned at Chicago will help airlines and their passengers by reducing schedule delays caused by system outages. It also will alleviate the support problems associated with the older computer, including the scarcity of spare parts.

DCCR was delivered to Chicago Center in early June. Six months of rigorous testing at the Chicago site and at the FAA's William J. Hughes Technical Center proved that the new system was capable of handling the demands imposed by the enormous volume of traffic controlled by Chicago Center — almost 2 million aircraft from January through August 1996.

"Getting DCCR operational in so short a time is a tribute to the hard work and dedication of the FAA's employees and unions, and the personnel from Lockheed Martin. It was truly a team effort," said FAA Acting Deputy Administrator Monte Belger, who also heads FAA's air traffic services.

DCCR has been delivered to FAA control centers in New York, Cleveland, Washington and Fort Worth, Texas. After testing, all those systems are expected to be operational in 1997. Once DCCR has taken over from the old computers — which account for 48 percent of major outages and 87 percent of unscheduled downtime at all five high-traffic centers — the system is expected to reduce display outages by 97.9 percent.

The new system in Chicago is the latest in a series of improvements that are modernizing the FAA's air traffic management capabilities across the nation and increasing safety for air travelers.

During the last two years, the agency has put in place more than 1200 new systems, including an updated voice communications system at all 21 FAA en route control centers. The next two years will see the FAA commission a suite of major new systems in towers, terminal radar approach control facilities and en route centers — the equipment controllers need to take air traffic management into the 21st century.

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Fact Sheet

U.S. Department
of Transportation
Federal Aviation
Administration

Great Lakes Office of Public Affairs
2300 E. Devon Ave.
Room 366, AGL-5
Des Plaines, Ill. 60018

FOR IMMEDIATE RELEASE
January 16, 1997

Contact: Don Zochert
Tel.: (847) 294-7427
or 294-8400

WHAT'S NEW

CHICAGO CENTER
RADAR DISPLAY COMPUTER SYSTEM

New Display Channel Complex Rehost	Old Display Channel Complex
• Modern 90's technology	• 1960's and '70's technology
• Processor is five times faster (6.5 million instructions/sec)	• 1.2 million instructions per second
• Sixteen times as much memory (32 MB)	• 2 MB memory
• Entire system is redundant—two complete systems in one, including parallel, synchronized processors that operate side-by-side (if one fails, the backup is already running)	• Partially redundant, the so-called "compute element"
• More reliable	• Increased rate of problems in recent years
• Off-the-shelf components	• Parts difficult to acquire, often must be patched
• Easy to access and maintain	• Technicians qualified in old technology now retiring; no training available
• Occupies small space (360 sq. ft.)	• Occupies 3,600 sq. ft.—big as a house
• Uses less power (28 kilowatts)	• Uses 85 kilowatts
• Runs cool—generates 73,000 BTU per hour	• Runs hot—292,000 BTU per hour
• Easy to modify or expand; standard hardware and adaptable software	• Fixed, specialized computer architecture; very inflexible

Fact Sheet

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January 16, 1997

Contact: Don Zochert
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or 294-8400

HOW IT WORKS

CHICAGO CENTER RADAR DISPLAYS

- Chicago Center is the hub of a giant wheel of information that floods into the facility at an enormous rate--hour after hour, every day of the year. Much of this information shows up on the radar scopes used by controllers in directing air traffic.

- *Radar information* helps pinpoint a plane's location and is provided from remote radar sites in Illinois, Iowa, Missouri, Indiana, Michigan, and Wisconsin. *Flight plan information* includes a plane's schedule and route. *Flight data information* is provided once a flight plan is activated or a plane is airborne. It includes the call sign, airspeed, altitude, and other information about a plane and it's gathered by equipment at the remote radar sites.

- This information is processed by two powerful computer systems after it arrives at Chicago Center..

- First is an IBM mainframe called the Host computer, installed in 1987. It processes flight data, exchanges it with other FAA facilities, and performs other functions. The second system, fed by information from the Host, prepares radar and flight data for display on the radar scopes used by controllers. This is the Display Channel Complex (IBM 9020-E), now being replaced by the Display Channel Complex Rehost. The new system will process information much faster than the old one and will be more reliable.

- Scheduled to arrive here by the end of the century is the Display System Replacement (DSR), a complete modernization of controller radar displays and work stations and the computer processing that supports them.

- In addition, Chicago Center is almost a telephone exchange in itself. The Center includes 139 interphone circuits, 56 data transmission circuits, 133 radio communications circuits (used by controllers and pilots to communicate), and 6 Teletype circuits. This web of wires, cables, and switches handles an average of five calls a second during busy periods. If this equipment were converted to normal telephone use, service could be provided to a community of 30,000 people.

Fact Sheet

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of Transportation
Federal Aviation
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FOR IMMEDIATE RELEASE
January 16, 1997

Contact: Don Zochert
Tel.: (847) 294-7427
or 294-8400

CHICAGO CENTER
FACILITY OVERVIEW

- Controllers at Chicago Center handle airplanes flying in a 120,000-square-mile area that covers parts of five states—Illinois, Indiana, Michigan, Wisconsin, and Iowa.
- Chicago Center has been the world's busiest en route air traffic center for many years. In 1996, the Center recorded 2,899,557 operations. That works out to one operation every 11 seconds—around the clock, day in and day out. (The operational traffic count is made up of arrivals into Chicago Center airspace, departures from the Center's airspace, and overflights or traffic passing through.)
- Working at Chicago Center are more than 500 Air Traffic personnel, including controllers, and approximately 80 Airway Facilities personnel, including technicians who maintain and certify equipment.
- Chicago Center has been in operation since Dec. 2, 1962.
- The facility is formally known as the Chicago Air Route Traffic Control Center (ARTCC). It's also known as an en route center and sometimes is referred to as Aurora Center, since it's situated in Aurora, Ill., about 35 miles west of Chicago.
- Other types of FAA air traffic facilities include towers, approach control facilities, and flight service stations. At O'Hare, arrivals and departures are handled by the control tower located on the airport. Planes flying beyond a four or five-mile radius of the airport are handled by the Chicago TRACON (Terminal Radar Approach Control) at Elgin, Ill. The TRACON also handles approaches for other Chicago-area airports. Outside of the TRACON's airspace, planes are handled by Chicago Center.

Fact Sheet

U.S. Department
of Transportation
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January 16, 1997

Contact: Don Zochert
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or 294-8400

SYSTEM IMPROVEMENTS

FAA has demonstrated a strong commitment to modernizing the air traffic control system. Here are some recent system improvements in the Chicago area:

DATE	IMPROVEMENT	BENEFIT
Jan. 16, 1997	Display Channel System Rehost radar display computer system commissioned at Chicago Center	Faster, more reliable processing of information for display on controller radar scopes; fewer delays for travelers
Oct. 10, 1996	New approach control facility (TRACON) for Chicago area commissioned at Elgin, Ill.	State-of-the-art radar displays, communications equipment
Oct. 10, 1996	New control tower commissioned at Chicago's O'Hare International Airport	New equipment, flexibility; largest tower cab ever built by FAA
July 29, 1996	Terminal Doppler Weather System commissioned at O'Hare	Microburst, windshear detection on approaches, increased safety
April 18, 1996	New digital communications switching system (VSCS) installed at Chicago Center	Clearer communications between pilots and controllers; more flexibility and backup
April 3, 1996	New surface radar (ASDE-3) commissioned at O'Hare	Cutting edge digital technology sees through darkness, storms
Later this year	New FAA control tower at Chicago's Midway Airport (February 1997)	Higher, standalone structure; new communications system
Later this year	New FAA control tower, administrative base building at Palwaukee Airport (August 1997)	Upgraded equipment, increased operational flexibility
Near future	Display System Replacement (DSR) at en route facilities nationwide, incl. Chicago Center (approx. 1999)	Total modernization of controller radar displays and work stations, computer processing
Near future	Standard Terminal Automation Replacement System (STARS) at approach facilities nationwide, incl. Chicago TRACON (2002)	Next-generation upgrade of air traffic computers, displays, and software

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 14-97
Thursday, January 16, 1997
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA Appoints New Chair For Research, Engineering And Development Advisory Committee

WASHINGTON -- George Donohue, Federal Aviation Administration (FAA) associate administrator for research and acquisitions, today announced the selection of Ralph Eschenbach, vice president and chief technology officer at Trimble Navigation Limited, Sunnyvale, Calif., to serve as chairman of the FAA's research, engineering and development (R,E&D) advisory committee.

"Ralph Eschenbach brings exceptional skills to the committee," said Donohue. "His extensive experience will serve the agency well as we continue to meet the challenge to revitalize and modernize the National Airspace System. I am confident he will build on the excellent work of the outgoing chair, John P. Stenbit."

Eschenbach has been a member of the advisory committee since 1995, serving as a member of the National Airspace System R&D subcommittee.

Prior to assuming his duties as vice president of business development, Eschenbach served as Trimble's vice president of engineering and vice president of the navigation group. Before joining Trimble, he worked for Hewlett Packard Labs where he helped develop a low-cost Global Positioning Satellite (GPS) receiver.

-more-

Eschenbach is an expert in GPS and aircraft navigation systems, circuit design, feedback system and spread spectrum communications. He has published 30 papers and holds several patents. He also is a private pilot with over 2,000 hours, and holds a bachelor of science in electrical engineering from the University of California at Berkeley and a master of science from Stanford University.

The agency'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 FAA administrator on research and development issues and to coordinate the agency'sR,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 executive director of the advisory committee.

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

FOR IMMEDIATE RELEASE
Friday, January 17, 1997

Contact: Eliot Brenner
(202) 267-3883

STATEMENT

FAA Surveillance of SabreTech Remains Under Way

WASHINGTON -- The Federal Aviation Administration is aware of reports concerning FAA surveillance of SabreTech, Inc., and its various facilities.

SabreTech is a firm that operates FAA-certified repair stations. Last June, the FAA issued new, more stringent guidelines on the oversight of such repair stations.

Without commenting on any specific allegation regarding SabreTech or as to the existence of any investigation, FAA policy is to fully investigate allegations of irregularities brought against any entity licensed or certified by the FAA.

The FAA is prepared to take swift and decisive action against any FAA-certified facility when the circumstances and evidence justify such action. However, the agency must adhere to due process, and cannot act arbitrarily to deprive any organization of its operating certificate.

The FAA's oversight of SabreTech has been on-going since the company began operations. This oversight has resulted in periodic enforcement actions against various individuals and the company.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 15-97
Friday, January 17, 1997
Contact: Diane Spitaliere
Phone: (202) 267-8521

SabreTech Surrenders Repair Station Certificate To The FAA

WASHINGTON, D.C. -- SabreTech, Inc., in Orlando, Fla., today said it will voluntarily surrender its repair station certificate to the Federal Aviation Administration (FAA) on Saturday, Jan. 18 after being notified that the agency was prepared to issue an emergency order of revocation.

The order followed a two-month investigation of SabreTech in Orlando, which was completed today. Among other items, the FAA was prepared to allege that SabreTech:

1. falsified records by signing off on work that was not actually performed;
2. failed to have the proper tools, equipment and materials required for repairs it performed;
3. performed maintenance without proper manuals.

"Safety of the traveling public is our charge and we must ensure the safe operation of every facet of the aviation system. The traveling public expects no less," said Acting FAA Administrator Linda Hall Daschle.

SabreTech's Orlando repair station opened in early October, 1996. Oversight of SabreTech has been on-going since the company began operations in Orlando and elsewhere. SabreTech's Miami repair station, in a business-related decision, surrendered its FAA certificate earlier this week.

In June of last year, the FAA stepped up its scrutiny of repair stations such as those run by SabreTech. The FAA will commence more in-depth examinations of SabreTech operations in Texas and Arizona in the coming two weeks.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, January 23, 1997

FAA 01-97
Contact: Henry J. Price
Phone: (202) 267-8521

Barry Valentine Named Acting FAA Administrator

Secretary of Transportation Federico Peña today named Barry L. Valentine as Acting Administrator of the Federal Aviation Administration (FAA). A pilot with more than 30 years of experience in aviation and government, Valentine will temporarily leave his current post as assistant administrator for policy, planning and international aviation until a permanent administrator is appointed.

"Barry Valentine's vast knowledge of aviation issues, as well as his proven public service experience in all levels of government will be a tremendous asset for the FAA," said Peña. "Barry has been extremely valuable in President Clinton's efforts to promote and advance aviation safety and security in the United States and throughout the world. His career reflects a strong understanding and recognition of the importance of a strong and vibrant aviation community."

Current Acting FAA Administrator Linda Hall Daschle will be leaving office Friday, January 31, and Valentine's appointment will take effect Saturday, February 1. Monte R. Belger will remain as Acting FAA Deputy Administrator. As acting administrator for FAA, Valentine will oversee an agency with over 48,000 employees. The administrator is in charge of oversight and regulation of nation's airspace system which last year safely transported over 500 million people over 500 billion miles.

Valentine, 53, was appointed to the FAA as assistant administrator for policy, planning and international aviation in March 1994. In that position he reported to, and worked directly with, the administrator. Valentine's work included long-range strategic planning and setting national and international aviation policies, goals and priorities. His responsibilities also involved oversight of national environmental and energy aviation policies.

- (more) -

Valentine served on the U.S. Senate Select Committee on POW/MIA Affairs from 1992 to 1993. There, he worked as Senate majority leader's staff representative and investigator on the panel to resolve the issue of Americans unaccounted for in Southeast Asia.

From 1987 to 1991, Valentine was airport manager for the Portland International Jetport in Maine. As manager of the Northern New England airport, he oversaw the entire operation of the facility. His work involved interaction with city councils, neighborhood associations, private companies, and various federal agencies, including the FAA.

Valentine also worked as director of aeronautics for the Maine Department of Transportation from 1983 to 1987. As the chief advisor to the governor of Maine on aviation issues, he initiated a host of successful air transportation programs and worked with the FAA to expand and develop the state's Biennial Airport Capital Program.

Valentine's career has spanned a wide range of aviation, private sector, and government related areas including: vice president and treasurer of Gleichman and Co., of Portland Maine from 1981 to 1983; district manager of the U.S. Census Bureau in Portland from 1979 to 1980; state representative to the Maine House of Representatives and administrative assistant to the majority leader from 1974 to 1978; and chief pilot and aircraft sales manager of York Aviation, Inc. from 1972 to 1973.

A captain and pilot in the U.S. Air Force from 1967 to 1972, Valentine was awarded the Distinguished Flying Cross and four air medals. An avid aviator, he first soloed at age 16, and has logged over 3,000 hours, including 1,000 hours of combat time, in more than two dozen types of aircraft ranging from single-engine lightplanes to multi-engine jet transports.

With a bachelor of science degree in management engineering in 1966 from Rensselaer Polytechnic Institute in Troy, N.Y., Valentine worked as an industrial engineer at the Portsmouth Naval Shipyard in Kittery, Maine from 1966 to 1967.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 16-97
Tuesday, January 28, 1997
Contact: Les Dorr, Jr.
Phone: 202/267-8521

Media Advisory
Diversity Day at FAA's William J. Hughes Technical Center

WASHINGTON -- The Federal Aviation Administration's (FAA) William J. Hughes Technical Center will sponsor a Diversity Day celebration on January 30, 1997 from 10:00 a.m. to 2:30 p.m. in the technical building atrium and auditorium.

The event includes an opening ceremony, performances by local choirs and performance groups, and exhibits highlighting the contributions of the many diverse groups that make up the Technical Center workforce.

A schedule of events is attached. Media representatives wishing to cover any of the events should present their media credentials at the Main Gate for admission and directions to the technical building.

The William J. Hughes Technical Center is located by Atlantic City International Airport, in Pomona, N.J.

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READ ONLY- not to Fax-

FAA News

Federal Aviation Administration, Washington, DC 20591

January 23, 1997

FAA STATEMENT ON GAO REPORT ON IMPROVED COST INFORMATION NEEDED TO MAKE BILLION DOLLAR MODERNIZATION INVESTMENT DECISIONS

The FAA in 1994 canceled an over-budget and behind schedule modernization program that caused the GAO's core concerns. That action saved the taxpayers $1.6 billion.

Now that the FAA has been freed of restrictive government purchasing rules through procurement reform, it has turned the corner in the modernization effort and is developing a program that it believes will deal with the underlying issues identified by the GAO from earlier programs -- cost overruns and schedule delays.

We are encouraged that the GAO recognizes the FAA is taking the proper steps to deal with accounting issues. The FAA believes that its business-like decision-making process that is bringing new systems on line ahead of schedule and under budget, will provide the traveling public with a modernized air traffic control system delivered on time and within cost estimates.

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NEWS:

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FOR IMMEDIATE RELEASE
Jan. 24, 1997

CONTACT: Kathleen B. Bergen

FAA ISSUES EMERGENCY ORDER REVOKING AERO FLIGHT SERVICES, INC. CERTIFICATE

The Federal Aviation Administration yesterday issued an emergency order revoking the air carrier operating certificate of Aero Flight Services, Inc. (AFS) of Ft. Lauderdale, Fla.

The revocation is based on evidence that AFS improperly converted four Hawker-Siddley aircraft from passenger to cargo configuration. These and other major alterations were performed contrary to FAA-approved engineering data. Also, AFS failed to record or improperly recorded the major alterations in the aircraft records, and returned the aircraft to service even thought they did not meet FAA certification requirements. As a result, the aircraft were not airworthy when operated in cargo service by AFS.

AFS also operated two Learjet aircraft on cargo flights when the aircraft had not been approved for cargo operations.

FAA also found numerous instances in which AFS returned engines and aircraft to service after improperly performing maintenance or failing to perform timely maintenance.

AFS also violated Federal Aviation Regulations on transporting hazardous materials. AFS shipped hazardous materials in unapproved containers which were not secured during flight.

AFS was operating four aircraft in on-demand service, air ambulance and cargo flights under Part 135 of the Federal Aviation Regulations.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 18-97
Wednesday, January 29, 1997
Contact: Marcia Adams
Phone: (202) 267-8521

MEDIA ADVISORY

FAA TO ANNOUNCE AVAILABILITY OF MORE SAFETY DATA

WASHINGTON -- The Federal Aviation Administration (FAA) will hold a media briefing today with Barry Bermingham, deputy administrator for System Safety, to discuss the agency's intent to make more safety information available to the public.

He will be joined by Dr. Richard Golaszewski, executive vice president of GRA, Inc., and Dave Balderston, program analyst for System Safety Plans.

The briefing will be at 2:30 p.m. on the ninth floor in conference rooms 9ABC of the FAA Headquarters Building, 800 Independence Ave., S.W., Washington, DC 20591.

Reporters who are unable to attend may listen by calling FAA's phone bridge on 1-800-226-6588 at least 15 minutes prior to the briefing.

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Note: Because of the informal nature of the briefing, no cameras, please. Only credentialed press will be admitted.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 17-97
Wednesday, January 29, 1997
Contact: Eliot Brenner
Phone: (202) 267-3883

Statement By Acting Administrator Linda H. Daschle Regarding Aviation Safety Data

WASHINGTON, D.C. -- Last year, the U.S. aviation system carried more than 600 million passengers -- every one of them a consumer who wanted to know if the plane was going to arrive on time, and if not, why not. Every passenger also wants to know if the carrier had a good safety record and whether it meets federal aviation safety regulations.

After examining the results of the GRA study, I believe that the FAA can find better and more timely ways of communicating with consumers about aviation safety. We want the public to know what's going on, not just in the skies but in the airports, airline maintenance hangars and the legal arena as well.

As a result of our request and those of others to examine how the federal government can better inform the public about aviation safety, the FAA today is announcing the following steps:

-- Beginning Feb. 1, FAA will issue press releases on newly issued enforcement actions in the safety and security area that seek civil penalties of $50,000 or more, as well as releases on significant regulatory actions such as certificate revocations. Quarterly lists of all enforcement actions will be made available, beginning April 1.

-- Effective Feb. 28, the FAA will have a dedicated internet page for safety information consumers can access, including some data such as accident and incident data previously available only through Freedom of Information Act requests. (www.faa.gov) Additional safety data will be added during the year. And by this fall, the FAA will develop a new data base for the agency's internet safety page that compiles data from a variety of sources to provide basic information on carriers, such as the date of certification and the types of aircraft flown. The FAA will also explore other methods to make that information available to the public.

(more)

-- FAA also will add to the internet safety data page, by March 31, a public education area with narrative materials to help travelers better understand how impressive the U.S. safety record is. It will outline the roles and responsibilities of the FAA, carriers, manufacturers, repair stations, passengers, safety and security inspectors, flight crews and others involved in the partnership to keep aviation in the United States the safest in the world.

In developing these actions the FAA has striven for the right balance between the public's right to know and the important need to protect information shared with the agency on a voluntarily basis that helps advance the cause of safety. One of the important findings of Secretary Peña's 1995 Safety Summit is that security and safety information given voluntarily to the FAA should be protected from disclosure so that we can encourage safety through voluntary disclosure and not endanger it by discouraging anyone from telling us something we ought to know. FAA intends to make as much information public as possible, while protecting key information it receives voluntarily so that continued reporting that will lead to even higher levels of safety can be encouraged.

I believe the program the FAA is implementing will make an important contribution in educating Americans about aviation safety by making the facts readily available.

The U.S. aviation system, overseen by the FAA, is the safest in the world. Well over 3,000 safety inspectors perform nearly 325,000 safety inspections a year to protect and enhance safety. More than 17,000 air traffic controllers work around the clock, every day of the year, to ensure the safe movement of air traffic. And, the agency issues hundreds and hundreds of directives to aviation industry each year aimed at making important safety upgrades to airplanes and security improvements.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 19-97
Wednesday, January 29, 1997
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA Selects Raytheon for New Weather Hazards Prediction System

WASHINGTON -- The Federal Aviation Administration (FAA) today selected Raytheon Co., Equipment Division, Marlborough, Mass., to build a 21st century weather-prediction system that will give air traffic personnel and pilots much better information on weather hazards in the airspace within about 60 miles of an airport.

The Integrated Terminal Weather System (ITWS) will generate predictions of weather phenomena such as microbursts, gust fronts, storm cell movements and runway winds up to 10 minutes in advance. The system also will display data on the presence of lightning, hail and tornados. This information is especially critical during takeoffs and landings, when weather hazards pose the greatest danger to aircraft.

"We believe this system will be a significant step toward avoiding delays caused by threatening weather and increasing the margin of safety," said Acting FAA Administrator Linda Hall Daschle. "It is another sign of the FAA's commitment to making improvements in our weather forcasting capabilities."

Under the contract, which ultimately could be worth $44.5 million with options, Raytheon will develop, test, install and maintain ITWS at 34 operational sites covering 45 airports with significant weather hazards. The company also will install and maintain ITWS at the FAA's William J. Hughes Technical Center, the FAA Academy and the ITWS Program Support Facility.

The first production ITWS is scheduled to be operational at Memphis, Tenn., in November 2001, with the last installation at Dayton, Ohio, becoming operational in February 2003.

ITWS will automatically combine data from FAA and National Weather Service sensors and radars and present the information to air traffic personnel via easily understood graphics and text. This will let controllers focus on normal air traffic functions and will free them from the sometimes confusing, labor-intensive task of manually interpreting the data.

ITWS also will be used by aircraft equipped with "data link" -- equipment that permits error-free communications between computers on the ground and in the cockpit. They will access the ITWS updates via a ground-based terminal weather information system designed especially for pilots.

The information generated by ITWS will help produce a common situational awareness between air traffic controllers and pilots. It also will let controllers better manage aircraft during periods of threatening weather, which will cut down on delays and increase the capacity of the terminal area airspace.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

Fact Sheet
Integrated Terminal Weather System (ITWS)

The Integrated Terminal Weather System (ITWS) is a fully automated, integrated terminal weather information system that is being developed by the Federal Aviation Administration (FAA) to improve the safety, efficiency, and capacity of terminal area aviation operations. ITWS automatically integrates all relevant weather data available from FAA and National Weather Service (NWS) sensors in the terminal area and provides near-term weather information and predictions in easily understood graphical and textual form for air traffic personnel. Benefits to users over the 20-year life cycle of the system are estimated at more than $2 billion.

The ITWS situation displays in tower cabs, terminal radar approach control facilities (TRACONs) and their associated air route traffic control centers facilitate coordination among air traffic control personnel. This is critically important in the takeoff and landing phases of flight when weather can be especially hazardous.

Major ITWS capabilities include microburst and gust front predictions, storm cell movement prediction, lightning, hail and tornado information, terminal area winds aloft and runway winds. The location and strength of microbursts and gust fronts are displayed for air traffic personnel on the ITWS situation display in graphical format and on ribbon display terminals in textual format that can be relayed to pilots in a standard, ready-to-use format. Storm cell and lightning information, terminal area winds aloft and runway winds are used primarily by air traffic supervisors for planning purposes to reduce weather related delays due to rapidly changing weather conditions.

The weather products generated and presented by ITWS are different from other available sources of weather information. ITWS integrates data and products from various FAA and NWS sensors (e.g., terminal Doppler weather radar, low-level windshear alert system, next-generation weather radar, ASR-9) and aircraft. ITWS can both detect and predict local weather conditions impacting the airport while providing simultaneous access to controllers and pilots.

Moreover, ITWS frees air traffic personnel from the confusing, and labor intensive task of manually interpreting data streams from these various weather sensors and allows the controller to concentrate on normal air traffic control functions.

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ITWS Locations: FAA plans to install ITWS weather product generators at TRACONs and metroplex control facilities that will cover 45 high traffic airports having significant convective weather. Three additional units will be installed at the FAA William J. Hughes Technical Center, the ITWS program support facility and the FAA Academy.

The criteria used to determine which airports get ITWS include the number of thunderstorm days per year, the volume of air traffic and the number of passengers who fly in and out of the airport annually.

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