

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 86-97

Monday, June 2, 1997

Contact: Henry J. Price

Phone: 202-267-8521

FAA Proposes Civil Penalty Against ARCA Airlines

WASHINGTON -- The Federal Aviation Administration has proposed a \$68,000 fine against Aerovias Colombianas Ltda. (ARCA Airlines) for not following requirements of an FAA Airworthiness Directive (AD).

Although ARCA Airlines' activities were conducted under an operating certificate issued by the government of Colombia, the carrier operated U.S. registered aircraft and was required to follow a U.S.-approved maintenance program. Colombian civil aviation authorities suspended ARCA Airlines' operating certificate on Friday, Jan. 24. The suspension remains in effect.

The alleged violations occurred between June 1992 through August 1993 and were uncovered in the course of FAA inspections conducted during that period. The FAA alleges that the airline operated Douglas DC-8F-55 freighter aircraft on approximately 686 flights without following an AD. The AD required installation of a main cargo door vent system to prevent inadvertent opening of the door in flight. The carrier did not complete the work in the required time frame.

ARCA airlines has 15 days to respond to the civil penalty issued by the FAA before the agency takes any action. In cases such as this, where the FAA's proposed penalty exceeds \$50,000, the FAA has the authority to settle civil penalties against proposed air carriers and others in the aviation industry. If parties cannot amicably resolve the matter, the government must file a complaint in the appropriate U.S. District Court.

The announcement of the civil penalty proposed against ARCA is being made in accordance with the FAA's policy of releasing information to the public on newly issued enforcement actions in cases that involve penalties of \$50,000 or more.

#

*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 87-97

Monday, June 2, 1997

Contact: Les Dorr, Jr.

Phone: 202/267-8521

HAI: Marilyn McKinnis

Phone: 703/683-4646

Media Advisory

FAA-HAI Helicopter Awareness Event Rescheduled

WASHINGTON -- Due to a forecast of weather below acceptable flight minimums, tomorrow's demonstration of law enforcement and rescue helicopter operations sponsored by the Federal Aviation Administration (FAA) and Helicopter Association International (HAI) at Wood Acres Elementary School, Bethesda, Md., has been **rescheduled to Wednesday, June 11**.

The event, which is the climax of an innovative FAA-HAI education project that could be a model for a broader national program, will still run from 9:15 a.m. to 1:00 p.m.

Helicopters from the U.S. Park Police and Washington MedStar will land close to the school in response to a simulated hazardous material spill on nearby River Road. Marines from the Marine Corps Base at Quantico, Va., will secure the landing zone and subsequently guide the helicopters in. The aircraft will begin to arrive at 9:30 am in 15-minute increments. Media representatives will be able to interview the FAA project leader, the helicopter crews and Wood Acres students touring the helicopters..

Wood Acres Elementary School is located at 5800 Cromwell Dr. in Bethesda. Directions are available by calling 202/267-8521. Media representatives should arrive at the school by 9:00 a.m. and go to the office for sign-in.

###

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 88-97

Monday, June 9, 1997

Contact: Marcia Adams

Phone: 202-267-8521

FAA Announces New Financing Methods for Airport Projects

WASHINGTON -- To enhance the effectiveness of federal airport funding, the Federal Aviation Administration (FAA) recently announced the selection of four airport project concepts as part of its newly authorized Innovative Financing Demonstration Program under the Airport Improvement Program (AIP).

The program is designed to use small amounts of AIP funding as leverage for debt issues and reduce the time and costs associated with financing airport infrastructure development.

"This program has the potential to allow us to continue to provide the necessary development and upgrades to airport infrastructures nationwide well into the next century," said Susan Kurland, associate administrator for airports.

The four project concepts selected, which were proposed by states and airport sponsors, include:

- facilitating residential relocation in support of a noise mitigation program using flexible non-federal matching shares;
- constructing a new runway at a general aviation airport, using flexible non-federal matching shares;
- using flexible non-federal matching shares, in conjunction with a state block grant, for projects at general aviation, reliever, and non-primary commercial airport; and
- allowing credit enhancement using an AIP grant in support of bonds issued to construct a new runway at a non-primary commercial airport.

It is expected that innovative financing mechanisms will broaden financing options available to airports at a time when direct federal grant funding is constrained by efforts to balance the budget. In 1996, Congress gave FAA the authority to finance 10 projects under this new program through fiscal year 1998.

Selection criteria for the program was developed by a team of experts from the FAA, Department of Transportation, Federal Highway Administration, and an outside economist and financial consultant. By law, the temporarily authorized innovative financing mechanisms for new projects must fall into one of the following categories:

- payment of interest - *will allow airports to issue bonds to expedite airport development and use AIP funds to pay bond interest;*
- commercial bond insurance and other credit enhancements associated with airport bonds - *will reduce interest rates on bonds for airport development and reduce financing costs; and*
- flexible non-federal share matching requirements - *will allow airport sponsors to contribute a larger share of costs for projects that might otherwise be delayed.*

Seventeen airport sponsors have formally expressed interest in the program. Of these, 12 were described in sufficient detail to permit evaluation by the reviewing team. The selected proposals will be developed through further consultation between FAA and the airports with the aim of issuing grants to the airport sponsors by Sept. 30, 1997.

Current and future projects will be selected based on the following criteria developed by the team:

- applicants for the program must be eligible to receive airport development grants;
- proposed airport development must be included in the FAA's Airport Capital Improvement Plan;
- applicant must demonstrate that the proposal will accelerate development, or generate more local or private financing for the project and result in construction cost savings;
- the innovative financing actions related to the project must be completed by Sept. 30, 1998; and
- proposals must be feasible only through participation in the demonstration programs.

Selections under the demonstration program may continue through Sept. 30, 1998.

#

*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 89-97

Tuesday, June 10, 1997

Contact: Alison Duquette

Phone: 202-267-8521

FAA Proposes Rule to Require Fire Detection and Suppression Systems for Aircraft Cargo Compartments

WASHINGTON -- The Federal Aviation Administration (FAA) today issued a Notice of Proposed Rulemaking (NPRM) requiring fire detection and suppression systems in inaccessible aircraft cargo compartments by the year 2001.

The proposed rule would affect nearly 3,000 passenger aircraft. Approximately 300 all-cargo aircraft would be required to have detection systems and a means to shut off air flow to the compartment.

The proposal meets a recommendation of the White House Commission on Aviation Safety and Security, which urged the implementation of rules necessary to achieve the goal of both fire detection and suppression systems in all aviation cargo holds.

The FAA, which will continue to work in partnership with the airline industry to achieve the target compliance date, is working to issue a final rule by the end of the year. The rule would allow three years for compliance from that date.

Currently, most long-range passenger aircraft have fire detection and suppression systems in inaccessible compartments. This rule requires that the remainder of the passenger fleet be equipped with the same systems.

"By requiring both detection and suppression systems, we are providing the flying public with the best available protection in the unlikely event of a fire," said Barry L. Valentine, FAA acting administrator. "We will continue to work closely with airlines and will monitor their progress on a quarterly basis."

The total life-cycle cost to retrofit the fleet is estimated at \$300 million. The approximate lifetime cost per aircraft is \$90,000.

The comment period is 90 days from publication in the *Federal Register*.

#

*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 90-97

Wednesday, June 11, 1997

Contact: Fraser Jones

Phone: 202-267-8521

**FAA Opens The Door For More Controllers
To Work New York/New Jersey Area Air Traffic**

WASHINGTON -- The three major New York area air traffic control towers will meet or exceed authorized staffing levels by the end of fiscal year 1997, the Federal Aviation Administration (FAA) announced in a report to Congress Wednesday. By the end of fiscal year 1998, the larger facilities -- the New York air route traffic control center and New York terminal radar approach control -- also will have achieved their hiring goals.

The staffing goals for the New York air route traffic control center (ARTCC) and New York terminal radar approach control (TRACON) are specified in a memorandum of understanding between the FAA and the National Air Traffic Controllers Association, which represents air traffic control specialists who work at en route and terminal air traffic control facilities.

The FAA has already begun hiring 100 new air traffic control specialists to work in the New York metropolitan area's five air traffic control facilities, resulting in a net gain of at least 55 controllers over last year. This and future increases in staffing will come from a combination of new hires and transfers from other air traffic control facilities throughout the country.

The five FAA air traffic control facilities in the New York/New Jersey area are: the New York ARTCC in Ronkonkoma, NY, which will gain 37 controllers over FY-96 levels; the New York TRACON, in Westbury, NY, which will gain six; and the airport traffic control towers at John F. Kennedy International Airport; Newark International Airport and LaGuardia Airport, which will see a combined staffing increase of 12 controllers over FY-96.

The five metropolitan area facilities are among the highest ranked in terms of volume of traffic and complexity of workload. In addition to these five major facilities, the New York/New Jersey region is also served by radar towers at Teterboro, NJ, and MacArthur and Westchester County airports in New York. Other FAA towers in the region include Caldwell and Morristown, NJ, and Republic and Dutchess County airports in New York.

In recent years, through a variety of new and innovative programs, FAA has made significant progress in attracting additional staffing to the metropolitan area, virtually eliminating deficiencies experienced in 1992 through 1996. Since 1992, the New York/New Jersey area facilities have experienced periods of decline in the controller work force due to normal attrition and requests for voluntary reassignment to facilities in regions of the country with lower cost of living and less complex workload.

FAA has adopted a number of methods and programs, both agency-based and external, to fill vacancies in air traffic control facilities. Many of the hiring initiatives depend on cooperative arrangements with educational institutions which implement specially tailored curricula aimed at selecting new controllers. To draw people to a particular region, several of the newer hiring programs emphasize local screening, training and hiring.

Staffing requirements at each facility are determined based on traffic activity, complexity and other factors that are incorporated in forecast models that predict the number of personnel required to perform a given amount of work.

The increase in staffing in the New York area comes at a time when the FAA is hiring 500 new controllers nationally and has plans to add 800 more controllers in the next fiscal year. The surge in hiring will be accomplished through many of the same initiatives that are being used to attract additional staff to the New York/New Jersey area and reflects anticipated growth in air travel in the United States in the next few years. The FAA operates 414 air traffic control facilities throughout the United States and has a total controller work force of 16,975 as of April 30, 1997.

The FAA report was prepared as part of the Department of Transportation's Fiscal Year 1997 Appropriations Act (Public Law 104-205), which called for FAA to initiate and report on special efforts to recruit air traffic controllers to work in the New York/New Jersey metropolitan area.

#

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



*Direct
FYI
Fra SCA*

U.S. Department
of Transportation
Federal Aviation
Administration

NEWS:

PUBLIC AFFAIRS STAFF
Atlanta, GA

(816) 426-5449 (816) 426-4600 After Hours (404) 305-5107 FAX
Iowa * Nebraska * Kansas * Missouri

(404) 305-5100 (404) 305-5180 After Hours (404) 305-5107 FAX
Georgia * Tennessee * North Carolina * South Carolina * Alabama * Mississippi * Kentucky * Florida * Puerto Rico * U.S. Virgin Islands

FOR IMMEDIATE RELEASE
June 16, 1997

CONTACT: Kathleen B. Bergen

FAA PROPOSES \$187,500 CIVIL PENALTY AGAINST FEDEX

The Federal Aviation Administration (FAA) has proposed a \$187,500 civil penalty against FedEx for failure to properly maintain records for 21 aircraft engines.

FedEx's FAA approved General Maintenance Manual, requires it to use a computerized system to track the amount of flight time, number of take-offs and landings, and maintenance schedules of aircraft engines.

An FAA audit revealed that records for the 21 Pratt & Whitney JT8D engines were not contained in FedEx's computerized records management system. For three of the 21 engines, FedEx lacked documentation regarding compliance with Airworthiness Directives, the time of last required overhaul, and status of life-limited parts.

FedEx was given 10 days to respond to the proposed civil penalty.

#

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 91-97

Wednesday, June 18, 1997

Contact: Les Dorr, Jr.

Phone: 202/267-8521

FAA Review Shows New Acquisition Rules Save Time and Money

WASHINGTON -- In its continuing drive to make government work better and cost less, the Federal Aviation Administration (FAA) recently completed a top-to-bottom internal review of the agency's one-year-old system for acquiring goods and services.

The results, which were released today, show that the system already is saving time and money for both the agency and the companies that bid for its contracts. They also highlight areas where the FAA could improve the system.

The agency's new acquisition system was effective April 1, 1996. The reform effort, which has strong bipartisan support, is a test case for streamlining federal acquisition processes and regulations at other agencies. As part of that effort, a team of FAA evaluators will review the new system annually through 1999.

"This is a revolutionary change for the FAA, so it is important to see not only what works well, but also to identify issues before they become problems," said George Donohue, associate administrator for research and acquisitions. "The report gives us an objective basis for evolving the system in the future. It is an early, but important, step in the long-term process of changing the way the FAA does business."

The internal review found that the acquisition reforms have cut the time to award contracts greater than \$100,000 by about half compared to the period needed under the previous federal acquisition regulations. Based on interviews with industry executives, the reforms have saved industry an estimated 30-40 percent over previous bid and proposal costs.

In its report, the evaluation team notes that the FAA acquisition work force feels that the system presents opportunities for greater flexibility, better judgment and less bureaucracy. They believe acquisition reform has given them permission to take actions that might have been considered too risky or unusual under the old regulations.

The report also contains valuable information on areas that need more attention in the FAA's ongoing effort to improve its acquisition management system. For example, the agency has achieved only about half the reform milestones due to be completed by April 1, 1997. The evaluators also reported that consistent acquisition program measurement is lacking at the agency.

Although overall awards to small and very small businesses have increased more than 60 percent, awards to businesses that are both small and economically disadvantaged have dropped 72 percent. The FAA is making sure the entire acquisition work force is committed to reaching its goals in this area. The agency also is implementing specific measures such as the recently announced Mentor-Protege program, which encourages prime contractors to mentor socially and economically disadvantaged small businesses.

The FAA is now analyzing the results of the report, and will take the actions necessary to achieve the new system's long-term goals. The agency also continues to work hard to make the acquisition work force more familiar and comfortable with the new reforms and to give them the training and tools they need to succeed.

To compile the report, the evaluation team conducted approximately 200 interviews with FAA and industry from Jan. 15 to April 30, 1997. The evaluators also studied reports and documents from the FAA, congressional testimony and reports, independent reviews and media coverage.

Further internal evaluations are scheduled for May 1998 and May 1999. The first of these will address how well the changes and additions to FAA acquisition procedures are working. The second will examine the overall results of acquisition reform measured against established goals and expected outcomes.

The internal evaluations complement two congressionally mandated independent reviews of the FAA's new system for acquiring goods and services. The agency has contracted with Booz-Allen & Hamilton, Inc, for the first outside evaluation. The company is scheduled to give a final report to the FAA by Aug. 31. The agency will provide the results as part of a report to be delivered to Congress by Dec. 31. The FAA will report the results of the second external report to Congress in July 1999.

Media representatives may obtain a copy of the internal review by calling 202/267-8521. All other requests should go to 202/358-5294.

#

*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 92-97

Friday, June 20, 1997

Contact: Marcia Adams

Phone: 202-267-8521

FAA Proposes Fine for Hazardous Materials Violation

WASHINGTON -- The Federal Aviation Administration (FAA) has proposed fining LCM Transhield, Inc., of Elkhart Ind., \$60,000 for an undeclared shipment of hazardous materials.

In FAA's notice of proposed penalty, issued on May 30, LCM Transhield, Inc., is cited for knowingly offering hazardous materials for transportation by air when the materials were not properly classed, described, packaged, marked, and labeled as required by the Department of Transportation's hazardous materials regulations. In addition, the shipment was not accompanied by a shipper's declaration of dangerous goods, also required by regulations.

Irregularities were discovered when a fiberboard box was found leaking by a UPS employee at the company's cargo sort facility in Louisville, Ky. The box contained paint, cleaning liquid and flammable liquids.

In its notice to LCM Transhield, Inc., FAA stated that, based on its overall investigative file, it is proposing a \$60,000 fine. LCM Transhield, Inc., has 30 days from receipt of FAA's letter to respond to the notice.

#

*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 93-97

Monday, June 23, 1997

Contact: Les Dorr, Jr.

Phone: 202/267-8521

New Technology Warns Pilots of Possible Icing Hazards Before Takeoff

WASHINGTON -- The Federal Aviation Administration (FAA) is evaluating a new ultrasonic technology that will warn pilots automatically of ice build-up that reduces aircraft performance or is hazardous to aircraft engines.

The HALO™ Ground Ice Detection System detects ice and other frozen contaminants on aircraft wings prior to takeoff and displays that information in the cockpit. The new detection capability increases safety, lowers cost and may eliminate unnecessary use of toxic deicing fluids.

"The development of this technology is an example of government/industry cooperation at its best," said Guy Gardner, associate administrator for regulation and certification. "For a minimal investment of FAA resources, U.S. aviation will gain a product that promises to increase the safety of flying in winter weather."

The system uses two ultrasonic sensors installed on each wing, a processor unit and a cockpit display. The sensors provide strategic surface area coverage and can detect a variety of wing contaminants. The sensor signals are automatically and continuously monitored by the processor unit, which analyzes the signals and determines if the wing is contaminated. A cockpit-mounted display warns the flight crew of any hazard.

Last winter, Rosemount Aerospace Inc., Burnsville, Minn., (a member of the BF Goodrich Aerospace companies) and Northwest Airlines performed an in-service evaluation of the system using two MD-82 jet airliners. The evaluation showed that HALO™ ultrasonic technology could successfully detect ice buildup. Rosemount Aerospace is now working with the FAA to gain approval for the system, which would allow it to be used in air carriers' winter operations.

-more-

Rosemount Aerospace Inc., in conjunction with McDonnell Douglas, Northwest Airlines and FBS, Inc., designed the system under a cooperative Technology Reinvestment Project agreement with the Department of Defense's Advanced Research Projects Agency (ARPA). The FAA managed the project for ARPA and provided technical expertise based on the agency's long experience in dealing with aircraft icing.

The Technology Reinvestment Project, mandated by the Clinton administration in 1993, develops "dual-use" technologies that have applications in both military and civilian sectors of the economy. These are multi-agency efforts, led by ARPA and supported by the Departments of Transportation, Commerce and Energy, NASA and the National Science Foundation.

###

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



U.S. Department
of Transportation
Federal Aviation
Administration

NEWS:

PUBLIC AFFAIRS STAFF
Atlanta, GA

(816) 426-5449 (816) 426-4600 After Hours (404) 305-5107 FAX
Iowa * Nebraska * Kansas * Missouri

(404) 305-5100 (404) 305-5180 After Hours (404) 305-5107 FAX

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

FOR IMMEDIATE RELEASE
June 30, 1997

CONTACT: Kathleen B. Bergen

FAA SUSPENDS CERTIFICATE OF TAR HEEL AVIATION

The Federal Aviation Administration has issued an emergency order suspending the air carrier certificate of Tar Heel Aviation, Inc. of Richlands, N.C. Tar Heel's certificate was suspended for failure to employ a qualified chief pilot as required under Parts 119 and 135 of the Federal Aviation Regulations. Tar Heel conducts on demand cargo and passenger operations.

Tar Heel's certificate remains suspended until it can demonstrate that it has a qualified person serving as chief pilot or pending appeal to the National Transportation Safety Board. Tar Heel has 10 days to appeal the suspension to the NTSB.

#

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 94-97

Monday, June 30, 1997

Contact: Henry J. Price

Phone: 202-267-8521

Aviation and Fireworks Don't Mix

WASHINGTON -- Federal Aviation Administration (FAA) Associate Administrator for Civil Aviation Security Cathal "Irish" Flynn issued this warning to U.S. travelers flying during the Independence Day holiday.

"Before you think about taking any kind of fireworks with you this holiday, consider that Hazardous Material Regulations strictly control the transportation of fireworks on aircraft. By not following the regulations, you will subject yourself to substantial penalties. Worse yet, you will endanger yourself and everyone else on the flight."

For your safety, do not transport fireworks in your carry-on or checked luggage. For more information contact your air carrier or the Post Office.

Transportation of fireworks has been a particular problem around Independence Day every year. Most of the annual sales of fireworks are in June and July.

###

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