FAA News

FAA OFFICE OF THE PACIFIC REPRESENTATIVE
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September 02, 1997
More information - Thomas Rea (808) 541-1238
For immediate release:

FAA REPORTS ON STATUS OF AIR NAVIGATION AIDS ON GUAM

The Federal Aviation Administration (FAA) recently reinforced its Instrument Landing System (ILS) on Guam, according to FAA Pacific Representative Tom Rea.

"Guam International Airport meets the same stringent safety standards as do all other airports in the United States," said Rea. "The airport system is subject to the same checks as all FAA facilities. Air traffic controllers and technicians, as well as the navigational equipment, must meet all our strict safety standards."

Guam Airport's ILS continues to have state of the art components. Concrete structures have been built to protect its electronic components from typhoon force winds and rain which will provide quicker recovery from future tropical storms. The project had been planned since Typhoon Omar struck Guam in late 1992, to be completed after other facilities were repaired and upgraded. At a cost of approximately $450,000, the project was completed as part of the Typhoon Omar recovery project, which encompassed many facilities on Guam, Rota and Saipan.

Other modernization initiatives on Guam include the recent installation of the Air Route Surveillance Radar (ARSR-4) and the Microprocessor Enroute Automated Radar Tracking System (Micro-EARTS), a radar data processing system. Both systems are modern equipment, and Guam was among the first in the nation to deploy Micro EARTS at the FAA's Combined Center Approach Control (CERAP).

The ILS at Guam International is the most widely used equipment in the world for making safe runway approaches in difficult weather. FAA has deployed nearly 1,000 of these systems at airports across the United States.

An ILS sends out two radio beams to approaching aircraft. One beam, the localizer, gives the pilot left-right guidance. The glide slope beam gives the correct angle of descent to the runway.

ARSR-4 is a three dimensional, solid state, long range radar. Due to its superior detection capability, the ARSR-4 is capable of detecting aircraft out to 250 nautical miles through most weather and clutter conditions. This includes severe storms, large bird migrations, and man-made interference.

Micro-EARTS is the primary software development and maintenance standard in the United States. The system processes radar data and provides a display to air traffic controllers. It tracks aircraft, alerts controllers to intrusions in restricted airspace, checks its own performance and records data.

-End-

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 124-97
Tuesday, September 2, 1997
Contact: Kathryn B. Creedy
Phone: 202-267-8521 or
Dave Schwartz, SAE
412-772-8516

FAA, SAE Schedule Transport Fuel Flammability Conference for October

WASHINGTON--The Federal Aviation Administration (FAA) and Society of Automotive Engineers (SAE) will convene a Transport Fuel Flammability Conference October 7-9, 1997, at the Crowne Plaza Hotel in Washington, D.C. The conference, which will gather experts from around the world, was called to discuss the technical issues related to fuel flammability and to advance the science surrounding these issues.

Representatives from government, industry and academia will make presentations on the dynamics of fuel flammability and current research findings on the subject. Manufacturers will discuss aircraft fuel system design philosophies, safety considerations and testing requirements. In addition, airlines will cover maintenance processes and procedures for fuel systems. Speakers will also address nitrogen inerting systems experience in military aircraft as well as the challenges and options for reducing explosive mixtures and ignition sources.

The three-day conference is being jointly sponsored by the FAA and SAE. SAE has more than 8,000 members who work in the aerospace field and is the largest aerospace standards-setting body in the world.

For more information on attending, contact SAE at (412) 772-7131; fax (412) 776-0002; or e-mail: meetings@sae.org. While conference sessions will be open to the press, camera coverage will be restricted to the opening and closing sessions: Tuesday, 9:00 a.m.-11:00 a.m. and Thursday at 5:00 p.m.. For press registration, contact FAA Public Affairs at (202) 267-8521 or SAE public affairs at (412) 772-8157.

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

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FOR IMMEDIATE RELEASE
Sept. 4, 1997

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FINE AIR STOPS FLYING FOLLOWING FAA INSPECTION; AGENCY ORDERS CHANGES IN CARGO INSPECTION PROCEDURES

Fine Airlines, Inc. (Fine Air) has voluntarily ceased operation following a 10-day Federal Aviation Administration inspection which determined that the air carrier had inadequate control over its cargo operation. Fine Air agreed to stop flying rather than face an immediate suspension of its certificate.

Simultaneous to the voluntary grounding, FAA Administrator Jane Garvey announced immediate changes in the focus FAA inspectors place on cargo loading procedures as they conduct inspections of cargo carriers. Garvey also directed an acceleration of long-standing efforts to broadly revamp FAA inspection procedures.

"The FAA is committed to maintaining the highest level of flying safety in a system that is already the safest in the world. I intend to act promptly whenever we find improvements that can be made in our aviation system. In this case, we found the FAA must devote more attention to ensuring that carriers have systems in place to be certain that cargo is being properly loaded and secured," Garvey said.

Garvey said inspectors assigned to cargo carriers will look beyond carrier records to better assure themselves of the adequacy of cargo loading programs, including everything from the training for cargo handlers to the weighing of cargo and the loading and securing of cargo loads inside aircraft.

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And, she said inspectors have been instructed to have operators retest the performance of their flight data recorders and correct any deficiencies. Only 3 of 11 parameters were operating on the flight data recorder of the Fine Air DC-8 which crashed on August 7.

The FAA will review in the next 60 days its inspection methods to ensure their effectiveness in detecting problems revealed during its Fine Air inspection. The results of the review will be incorporated in the certification and surveillance procedures.

The FAA in conjunction with Sandia National Laboratory, Albuquerque, N.M., is examining how the FAA can change its inspection process to identify potential problems in air carrier systems before they become safety issues. Sandia recently provided the FAA with its first overview of how that can be accomplished. Garvey said that regulators will immediately begin working with Sandia to assess what steps can be taken in the immediate future to further strengthen aviation inspection programs.

"The FAA's inspectors work around the clock to ensure the safety of both passenger and cargo operations. The changes we are implementing and our work with Sandia will increase the safety of aviation across the board," said Garvey.

The FAA found indications of cargo-related problems in a June inspection at Fine Air, brought them to the firm's attention, and was evaluating Fine Air's response when a Fine Air DC-8 crashed August 7 in Miami. Subsequently, the FAA dispatched 11 inspectors who specialize in cargo operations to conduct a more detailed inspection which led to today's action.

The inspection revealed significant findings in Fine Air's weight and balance control including ground handling, weighing of cargo, security of cargo on pallets, accuracy of pallet weights, and condition of pallets and nets used to restrain cargo. FAA inspected six of Fine's DC-8s in cargo operations and found significant violations in every instance. The inspection also revealed that Fine shipped hazardous materials which were improperly labeled and marked and were loaded on aircraft contrary to labeling and without pilot knowledge.

Fine Air is a Miami-based cargo carrier. It operates 11 DC-8 aircraft throughout the Caribbean, Central and South America and has wet lease agreements with several foreign operators and with Airborne Express.

FAA is negotiating a consent order with Fine Air which will spell out conditions the operator must meet to resume flying.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 125-97
Wednesday, September 10, 1997
Contact: Marcia Adams
Phone: 202-267-8521

FAA Announces $5 Million Grant to Massachusetts Port Authority

WASHINGTON -- The Federal Aviation Administration (FAA) today announced a $5 million grant to the Massachusetts Port Authority to reduce the impact of noise from Boston's Logan International Airport.

The grant will be used to insulate approximately 200 homes in East Boston, Winthrop, Revere and South Boston, Mass.

"This investment will allow us to make airports even better neighbors to Americans by reducing the impact of noise from airports," said FAA Administrator Jane F. Garvey.

This grant will help the Port Authority continue its long-range sound insulation program, which began in 1986. To date over 2,000 homes in the affected communities have been treated.

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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 126-97
Wednesday, Sept. 10, 1997
Contact: Marcia Adams
Phone: 202-267-8521

FAA Revises Airport Grants Priority System

WASHINGTON -- The Federal Aviation Administration (FAA) recently announced it has revised its system for rating and ranking projects eligible for Airport Improvement Program (AIP) funds.

"The new system more closely aligns airport initiatives with the goals of the agency -- safety, security and capacity -- and is more in tune with the needs of our customers," said Susan Kurland, the agency's associate administrator for airports. "The revamped system will give greater priority to capacity projects, as well as to proposals submitted by small airports."

This system, the National Priority Sytem (NPS) is used to rate all AIP project proposals. However, the revised NPS will emphasize overall performance at airports, concentrating on full program development as opposed to individual projects. Under the old system, the individual work items in multi-phased programs were evaluated separately. The new system will evaluate all the work items in the program collectively, assigning a single priority rating. The new NPS also will clarify definitions in the work areas of safety and security, environment and capacity.

The FAA obtained customer input before modernizing the NPS. The agency published a Notice in the Federal Register on May 22, 1996, soliciting public comment on the NPS. The general consensus among the 48 commenters was that additional criteria needed to be included when making decisions regarding AIP funds. The new criteria include, but are not limited to, considering environmental issues, regional priorities, airport growth and market demands when issuing funds.

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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 127-97
Wednesday, Sept. 10, 1997
Contact: Marcia Adams
Phone: 202-267-8521

FACT SHEET: AIRPORT PRIVATIZATION DEMONSTRATION PROGRAM

What is it? The 1996 Reauthorization Act establishes a demonstration program and authorizes the FAA to permit up to five airports to sell or lease their facilities by exempting them from certain federal requirements. Final procedures for applying to the airport privatization pilot program will be issued this week.

Program status. The FAA will begin accepting applications for the program on Dec. 1. The agency took steps to obtain the widest cross-section of public and industry comment on the application procedures for the program by publishing a notice in the April 22 *Federal Register* and holding a public meeting on May 21.

Airport ownership today. Commercial airports in the U.S. are virtually all owned and operated by local or state governments. Public-use general aviation airports are both publicly and privately owned.

What is airport privatization? Private companies may own, manage, lease and develop public airports. Congress established the airport privatization pilot program to explore privatization as a means of generating access to sources of private capital for airport improvement and development.

Exemption from federal requirement. The statute authorizes the FAA to exempt an airport sponsor from its obligations to repay federal grants, return property acquired with federal assistance, or use the proceeds of the sale or lease exclusively for airport purposes.

Number and category of airports. Five airports may be authorized for participation in the program. At least one must be a general aviation airport and no more than one large hub air carrier airport may participate. Under the pilot program, general aviation airports may be leased or sold, while the air carrier hub airport may only be leased.

Air carrier approval. Sixty-five percent of the selected airport's air carriers must approve the financial arrangements between the airport sponsor and private operator.

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Conditions for granting exemptions. FAA approval will be based upon the private operators' ability to prove they will ensure access to the airports on reasonable terms; provide airport operational safety, maintenance and improvement; continue operation of the airport in case of bankruptcy; provide security; mitigate noise and environmental impacts; and abide by any collective bargaining agreements already in place at the airports.

Application process. A public airport sponsor and the private operator selected to purchase or lease an airport may request participation in the pilot program by filing an application for exemption under §47134(a).

Preliminary application. As a first step, public sponsors may submit preliminary applications for FAA review and approval. They must consist of summary narratives of the objectives of the privatization initiative, descriptions of the processes and timetables employed in selecting a private operator, airport financial statements, and copies of the requests for proposals.

Final application. Once a preliminary application is approved, a public sponsor may advertise for a private operator, negotiate an agreement and submit an application to the FAA for final approval. The FAA may accept up to five applications for review. If more than five airports submit applications, the FAA will establish a stand-by list.

Federal assistance. Under the pilot program, the private operator may receive Airport Improvement Program entitlement and discretionary grants, collect Passenger Facility Charges, and charge reasonable fees.

Report to Congress. The FAA will prepare a report to Congress on the results of the pilot program two years from the approval date of the first application.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 128-97
Wednesday, Sept. 10, 1997
Contact: Marcia Adams
Phone: 202-267-8521

FACT SHEET: REVISED PROCEDURES FOR LETTERS OF INTENT AND BENEFIT-COST ANALYSIS

Letters of Intent (LOI)

FAA placed a moratorium on new LOIs in 1994 to allow the amount of outstanding payments scheduled to fall to less than 50 percent of the discretionary funds. The moratorium was lifted this year.

What are LOIs? An LOI allows an airport sponsor to proceed with a high priority capacity enhancement project using non-federal funds. The sponsor can then be reimbursed in the future on dates specified in the LOI.

October 1994 policy. In October 1994, FAA issued a *Federal Register* notice which (1) established deadlines for submittal of requests for LOIs (March 1 of fiscal year in which approval is sought), (2) required the development of a benefit/cost analysis for any LOI or project exceeding $10 million in discretionary grant funds, (3) required consideration of system benefits, and, (4) required evaluation of non-federal financial commitment.

Revised procedures. On Aug. 20, FAA issued a program guidance letter to all of its airport field offices outlining four major areas of procedural clarification, including: (1) limitation of the scope of LOIs to airside capacity projects and supporting development directly related to the airside projects; (2) the establishment of a review committee to review the LOI request for conformity to established LOI policies; (3) established allocation of available funds by category to ensure each airport seeking an LOI competes primarily with airports of similar sizes; and (4) discontinued the use of "up-front" grants for similar work as a general practice in the same fiscal year of the issuance of an LOI.

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Benefit-Cost Analysis (BCA)

What is it? Benefit cost analysis (BCA) is an analytic method for determining whether a financial investment returns benefits that exceed the cost. Federal agencies have recently been required to use BCA to evaluate the projects they support through grants, such as the Airport Improvement Program.

Revised policy. On June 24, the FAA issued a policy and interim guidance document for conducting airport BCAs on capacity projects to be funded with discretionary Airport Improvement Program grant awards or Letters of Intent (62 FR 34108). Under the new guidance, a completed BCA prepared by the airport sponsor must accompany the application for discretionary Airport Improvement Program grants of $5 million or more to be issued in fiscal year 1998 or thereafter. With regard to Letters of Intent, the airport sponsor must complete a BCA for any LOI request to be issued in fiscal year 1997 or thereafter. The policy modifies two previous notices of policy — one for LOIs and one for Airport Improvement grants — both issued on Oct. 31, 1994.

Objectives of new policy. The objective of the new policy is to improve the effectiveness of Airport Improvement Program investments. FAA's decision to assign BCA responsibility to the project sponsor is the result of experience that revealed that BCA is most informative and least intrusive when accomplished early in the airport planning process (e.g., master plan, environmental study, or the project-formulation stage). Formerly, the FAA conducted BCAs in-house, but critical information often was not available until too late in the planning process to be helpful to airport sponsors. Costs to sponsors attributable to preparing the BCAs are allowable costs in airport project planning (including environmental analysis) and, like other project formulation costs, such as engineering and design, may also be reimbursed in conjunction with a grant for a subsequent project.

Interim guidance issued. To support the consistent and productive application of BCA by project sponsors, the FAA issued an interim "FAA Airport Benefit-Cost Guidance." The agency invites all airport sponsors, consultants, and other interested parties to comment on the interim BCA guidance. The comment period began June 24 and will remain open for 12 months. The comments will be incorporated into the final guidance.

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DESCRIPTION
Innovative Financing Demonstration Program Grants

- **$1 million to the state of Texas** -- A participant in the State Block Grant (SBG) program, Texas will use the flexible non-federal matching provision to obtain more airport development than would otherwise result from the amount of the Airport Improvement Program (AIP) grant. The state intends to use these funds in a package of programs with an overall federal share of 75 percent of allowable project costs, compared to the usual 90 percent. This will enable Texas to undertake projects at 19 general aviation, reliever, and nonprimary commercial service airports. The projects include:
    - Installation of automated weather observing systems (AWOS) to improve the availability of current weather information to arriving pilots;
    - Visual approach aids to provide better visual guidance for landing pilots and reduce the likelihood of missed approaches; and
    - Installation of protective fencing to prevent wild animals from entering areas of airports where aircraft are landing and taking off.

- **$1 million to the state of North Carolina** -- Also a participant in the SBG program, North Carolina administers the FAA grant functions at all general aviation, reliever and nonprimary commercial service airports in the state. North Carolina intends to apply these funds at less than the traditional 90 percent federal share of costs to undertake projects at two locations:
    - A parallel taxiway at Albemarle, N.C., will increase the efficiency of airfield operations; and
    - Continued phased construction of a newly aligned runway to replace an inadequate runway at Lexington, N.C.

- **$1.36 million to the state of Indiana** -- Indiana, although not a SBG State, is using innovative financing in conjunction with a provision of the AIP that authorizes a state to sponsor projects for one or more airports. These projects were selected by Indiana because of the priority of the work and the state's proposal to use the flexible non-federal matching shares to reduce the federal costs of these improvements. Two projects were selected in Indiana:
    - Reconstruction of a general aviation runway at Delaware County airport in Muncie will extend the useful life of the runway; and
    - A new parallel taxiway at Columbus will improve airfield efficiency for this ILS equipped runway.

- **$9 million to Lewis University Airport, Romeoville, Ill.** -- Illinois, another SBG state, will receive this increment to its previously issued block grant funds to begin construction of a new runway at this Chicago, Ill., area reliever airport. This project is a unique combination of flexible non-federal matching shares and significant privately donated equipment, labor and other items which will reduce the out-of-pocket project costs by more than 50 percent. The grant will be used for land acquisition and site preparation for a new runway. Federal financing for this project is expected to be 80 percent, compared to the usual 90 percent.

- **$3 million (intial portion with additional support expected in fiscal year 1998) for Louisville, Ky.** -- Louisville has initiated a substantial noise mitigation program after completing and obtaining the FAA approval of a noise compatibility program. As part of its program, Louisville plans to relocate a number of residents affected by high levels of aircraft noise, but has had limited options in finding replacement housing for the relocated residents. In conjunction with other local agencies, the airport sponsor has proposed an innovative relocation program involving construction of new affordable housing to establish a stock of adequate housing for the residents. It will use the flexible non-federal share provision to attain a 50/50 split in $20 million of total federal and local costs, and achieve the noise mitigation benefits in two or three years that would otherwise take 10 to 15 years.

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Sept. 11, 1997

WASHINGTON NATIONAL TALKING POINTS

* Today the FAA announced an aggressive, interim solution for improvements at Washington National Airport.
* New radar equipment will be installed by summer of next year.
* New controller displays, which are currently being tested, are targeted for installation in June 1998 -- **2 1/2 years** ahead of schedule. As an added benefit, several other high priority sites around the country will be included in this early delivery schedule.
* In an effort to speed up the delivery of these new displays, the FAA has been evaluating alternatives to providing new displays before the full STARS capability is ready.
* Recent tests using new color displays already on hand and existing software in FAA radar approach facilities have been promising.
* If this testing is successful, we hope to make an installation decision in 4-6 weeks.
* Further, the FAA will provide monthly reports to Congress on all the work being done so that we can jointly monitor the progress of these improvements.
* While working on this interim solution, the FAA has taken immediate steps to upgrade the reliability of the equipment. These include:

A full refurbishment of the 10 displays currently being used by the controllers at National. Six already have been completely rebuilt; the other four will be completed in two weeks.

A dedicated, hard-wire communications link is being established between National and Andrews. This installation should be completed within 45 days to two months.

The FAA is conducting a top-to-bottom review of all maintenance procedures at National to see if we need to do more in this area.

* It is important to note that while all these steps are being taken, safety has never been compromised at National. There are safeguards built into the system -- such as slowing down traffic -- that take effect immediately whenever there is an issue of equipment availability. In fact, the reliability of the radar at National is currently 98.5%. But we recognize that we must do more.
* Our goal is to move all these improvements on line quickly, for the benefit of the users at National Airport and the airspace system as a whole.

Standard Terminal Automation

STATEMENT TO CHRIS WOODYARD/USA TODAY

Since her swearing in on August 4, FAA Administrator Jane Garvey has initiated a series of beginning steps to address issues of concern to employees. The following initiatives have been taken:

- The FAA is preparing to release the Administrator's Policy Statement on Prevention of Sexual Harassment, the Administrator's Policy Statement on Civil Rights, and the Administrator's Policy Statement on Model Work Environment.

- Top FAA officials on the Administrator's management team will meet the week of September 15 to review and develop new strategies for achieving and maintaining a model work environment.

- The FAA will revise the performance standard for supervisors and managers to enhance accountability for creating and maintaining a model work environment.

- The FAA's conduct and discipline policy will be revised to include a new chapter on nondiscrimination in the FAA workplace and associated penalties for violating the policy.

- On October 3, the Administrator will host the FAA National Employee's Forum, which will provide her an opportunity to hear directly from representatives of the various employee associations and special emphasis program managers on a variety of issues related to discrimination, and other work environment issues.

- The FAA will sponsor the national Model Work Environment Conference in December 1997. There will be workshops and presentations aimed at integrating the model work environment principles throughout the agency to facilitate an improved work environment, and ultimately a model one.

Jane Garvey is the first FAA Administrator to be appointed to a five year term. While preparing to lead the agency into the 21st century, she has reiterated in the strongest possible terms that the FAA has absolutely no tolerance for any inappropriate work place behavior. The FAA will act swiftly and forcefully under the law whenever such behavior occurs.

September 15, 1997

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 129-97
Wednesday, September 17, 1997
Contact: Kathryn Creedy
Phone: (202) 267-8521

FAA Announces India, Bermuda, Jamaica Comply 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 both India and Bermuda comply with international standards in providing safety oversight of its air carriers that operate in the United States. Both countries have been rated as Category I.

At the same time, the FAA completed a reassessment of Jamaica which moved from Category II to Category I. In July 1995, the FAA announced that Jamaica had been rated "conditional" after a November 1994 assessment. The new rating, announced today, means that Jamaica now meets the international safety standards established by the United Nations International Civil Aviation Organization (ICAO).

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 ICAO's 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. They may also check the FAA's International Aviation Safety Assessment (IASA) Internet site at **http://www.faa.gov/avr/iasa.htm** for a listing of all current assessments, a description of each of the categories and an overview of the IASA program.

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.

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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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 130-97
Thursday, September 18, 1997
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA Proposes Civil Penalty Against COPA Airlines

WASHINGTON -- The Federal Aviation Administration has proposed a $138,000 fine against Compania Panamena De Aviacion (COPA) for operating a US-registered 737-200 aircraft without an approved maintenance program.

After the approved maintenance program for the aircraft expired on March 30, 1996, COPA continued to operate the aircraft. The alleged violations occurred on 138 flights made between April 1 and April 24, 1996, when COPA ceased operating the civil aircraft in question.

COPA has 15 days from receipt of the civil penalty letter to respond before the agency takes any further 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 COPA 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.

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FAA News

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http://www.tc.faa.gov/NM/news_releases/ndx.htm

Sept. 19, 1997
Rel. No. 97-58
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For immediate release:

FAA Proposes Fine For Alaska Airlines

The FAA is proposing a $250,000 civil penalty against Alaska Airlines for failing to repair a fuel leak in a DC-9 in accordance with company procedures and FAA regulations.

On October 11, 1995, the airline discovered a fuel leak on a DC-9-83, N 964AS, in the aft auxiliary fuel cell, located in the fuselage in the forward section of the aft cargo compartment. Following discovery of the leak, the airline drained the fuel from the forward and aft auxiliary fuel tanks and deactivated those tanks. From October 11, 1995, to June 1, 1996, the airline used the airplane for approximately 1241 passenger-carrying flights with the fuel leak unrepaired and the auxiliary fuel tanks de-activated. Operation of the airplane with an unrepaired fuel leak was not permitted by company procedures and was in violation of FAA regulations.

In the civil penalty proposal letter, FAA has indicated to Alaska Airlines that it will accept $250,000 as full settlement of the matter. Alaska Airlines has 30 days to respond to the civil penalty letter before FAA takes any further action.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 131-97
Monday, September 22, 1997
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA Test Flights in Mexico Pave Way for Seamless Satellite Navigation

WASHINGTON -- A Canadian aircraft using a U.S. satellite navigation network will fly numerous approaches to a Mexican airport tomorrow in the first big step toward establishing a seamless air navigation system across North America.

The Federal Aviation Administration (FAA) is sponsoring the demonstration flights into Tijuana International Airport as a result of the strong interest Mexican civil aviation officials have expressed in testing and demonstrating the potential benefits of the FAA's Wide Area Augmentation System (WAAS) in their airspace.

Currently under development, WAAS is a network of ground stations that will receive, analyze and refine signals from Global Positioning System (GPS) satellites and transmit that information to aircraft flying in the WAAS coverage area.

"We hope these tests will help Mexican and other international aviation authorities decide to move from a ground-based navigation system to one that is based in space," said FAA Administrator Jane F. Garvey. "This is another important step toward establishing a safe and dependable satellite air navigation system across North America and around the world."

To highlight the international significance of the tests, a NAVCANADA corporate jet equipped for this test will fly into Tijuana using signals sent by the FAA-developed National Satellite Test Bed (NSTB), a forerunner to WAAS. NSTB has been in use since 1991 and has successfully demonstrated navigation accuracy of less than one meter to both national and international audiences.

The Canadian plane will follow a flight path used for "Category I" approaches, a technique used in bad weather where the pilot must see the runway at no less than 200 feet above the ground and at a distance of one-half mile. When fully operational at the end of 2001, WAAS will dramatically increase the safety of flight by letting pilots fly three-dimensional precision approaches into virtually any airport in the WAAS coverage area for which proper procedures are in place. WAAS also will provide precise en route navigation between airports, allowing more aircraft to use the same airspace with increased safety.

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The FAA has set up testing equipment on the grounds of Tijuana airport for the demonstration. An air-to-ground data link will provide ground monitoring and display equipment with live position data on the test aircraft.

During the demonstration, representatives from several organizations will fly first-hand on the aircraft. Participants include officials from Servicios a la Navegacion en el Espacio Aereo Mexicano, Direccion General de Aeronautica Civil, NAVCANADA, Mexican airlines and the FAA.

The tests in Mexico build on previous U.S. - Canadian collaboration in satellite-based augmentation systems. Canada has several reference stations that feed into the U.S. NSTB, and plans to participate in WAAS. FAA officials believe the Tijuana flight tests will successfully demonstrate how WAAS technology in Mexico's airspace will improve navigation capabilities and increase flight safety throughout North America.

NOTE TO EDITORS: A video clip showing the technology being demonstrated in the Tijuana flight tests will be available tomorrow by calling 202/267-8521. Graphic art showing the approach to be flown by the Canadian aircraft into Tijuana International Airport also is available.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 132-97
Tuesday, September 23, 1997
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA Picks University Team to Operate Airworthiness Assurance Research Center

WASHINGTON -- In its continuing effort to enhance aviation safety and efficiency, the Federal Aviation Administration (FAA) today announced selection of a team of universities to serve as the FAA Center of Excellence for Airworthiness Assurance.

The team includes Iowa State University, The Ohio State University, Sandia National Laboratories, Arizona State University, Wichita State University, University of Maryland, University of Dayton, Northwestern University and the University of California, Los Angeles.

The new center will focus its research and development efforts on aircraft safety issues such as aircraft maintenance, inspection and repair, crashworthiness, propulsion and fuel system safety technologies, landing gear systems performance and technology and advanced materials.

"In this Center of Excellence, some of the leading minds in academia, industry and government will advance aviation technology into the 21st century and beyond," said FAA Administrator Jane F. Garvey. "This long-term partnership makes it possible for the FAA, and other government agencies such as NASA and the Department of Defense, to work with the academic community and industry to ensure the continued safety of the flying public."

The center will be financed with joint matching funds from the FAA and academic institutions, which have received pledges for support from other members of the aviation community. The FAA intends to fund the center at a minimum of $500,000 per year for the first three years. While this award represents a long-term FAA commitment, the Center of Excellence will strive to become self-supporting within 10 years.

The FAA intends to use a hybrid funding vehicle for this center, consisting of a 50-50 cost-sharing cooperative agreement and a single source contract. The contract will consist of both cost-sharing and 100 percent-funded delivery orders.

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This contracting authority lets the FAA award up to $100 million to the center for specific deliverable products, including engineering development and rapid prototyping products. The hybrid funding vehicle, coupled with recent FAA acquisition improvements, makes possible the very kind of flexibility envisioned by the Vice President's mandate to reform government.

Air Transportation Centers of Excellence are partnerships between government, academia and industry. Each center conducts research in mission-critical technology areas, allowing the FAA and its government partners in these research endeavors to gain immediate access to outside resources. Using the academic facilities, faculty and students, government augments its own research capabilities and helps to train the aviation professionals of the future.

Centers of Excellence are established through a competitive process. Institutions being considered for selection as a center must meet the following criteria:

- demonstrated ability to undertake technological research and development activities;
- ability to serve regional needs for improved air transportation;
- demonstrated availability of research resources to support Center research;
- leadership capability in solving air transportation issues;
- established current air transportation programs; and
- ability to disseminate research results.

Since the establishment of the first Center of Excellence in 1992, the FAA and its Center of Excellence partners have invested almost $13.5 million in critical aviation research. Authorization for this program was approved by Congress under the Federal Aviation Administration Research, Engineering and Development Authorization Act of 1990, Public Law 101-508, 49 USC 44513.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
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Wednesday, September 24, 1997
Contact: Alison Duquette
Phone: 202-267-8521

FAA Names Flight Standards Service Executives

WASHINGTON -- Federal Aviation Administration (FAA) Associate Administrator for Regulation and Certification Guy S. Gardner today announced the selection of four executives to key posts in the organization's Flight Standards Service.

The Flight Standards Service promotes aviation safety and ensures compliance with the operations and maintenance safety standards for air carriers, commercial operators, air agencies, airmen and airwomen, and civil aircraft. It develops and recommends policies, regulations, standards and programs for the global aviation community.

"We have selected four outstanding individuals with the proven ability to help lead our Flight Standards work force as we meet the challenges of a growing, dynamic aviation system," said Gardner. "These four executives are part of an outstanding work force that has made this agency the world leader in aviation safety and service to the flying public."

Richard O. Gordon has been selected deputy director, Flight Standards Service. He will assist the service director to ensure the safe operation of all U.S. civil aircraft, including rotorcraft and foreign aircraft operating in the United States. He also will oversee the certification of airmen, air carriers and air agencies; airworthiness and maintenance of U.S. aircraft; enforcement of regulations; and design, manufacturing and operations issues related to airworthiness. Previously, Gordon was manager of FAA's Flight Standards Division in the Alaskan region. He has over 20 years of experience in the aviation transportation operations and maintenance arena in both air carrier and general aviation. Prior to joining the FAA, he was a pilot in the U.S. Army serving two tours in Vietnam.

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Quentin Smith will head the agency's Air Transportation Division, where he will be responsible for developing rules, regulations, standards, programs, policies and procedures for operations of U.S. air carriers and foreign air carriers operating in the United States, as well as foreign operators of U.S.-registered aircraft. His responsibilities will include certification, operations, crew members and designees. Smith has served in several positions of increasing responsibility in Flight Standards including assignment as an aviation safety inspector, assistant manager of the Air Transportation Division and other technical roles. He is a former Air Force pilot and was employed by the U.S. Navy prior to joining the FAA.

Ava L. Mims, currently special assistant to the director of the Aircraft Certification Service, will manage the Aircraft Maintenance Division, where she will develop rules and regulations, standards, programs, plans, policies and procedures for the airworthiness and maintenance of commercial aircraft. She will oversee the maintenance aspects of the certification of operators, airmen and air agencies; maintenance performance standards to ensure aircraft airworthiness, including rotorcraft; and type design, manufacturing and flight operations. She has served as an FAA aviation system inspector, assistant principal manufacturing inspector, and a manager in the FAA's Production Airworthiness Certification Division. Prior to joining FAA, she worked for the Department of Defense and has over 10 years of experience as a quality assurance representative and supervisor. She brings 18 years of aviation experience to the Flight Standards Service.

Robert A. Wright will manage the Technical Programs Division, where he will develop rules and regulations, standards, programs, policies, and procedures for the technical flight aspects of air navigation of U.S. commercial aircraft and all operations in U.S. airspace. His duties will include all-weather operations, human factors, instrument flight procedures, airport capability and delay improvements, separation assurance, air traffic control enhancements and aviation weather. The national airspace system plan, research and development plan, systems to enhance operational safety, aircraft simulators and training devices, and other programs related to the introduction of new aircraft, systems and technology also will fall within his duties. He has over 20 years of aviation experience. Previously, Wright was manager of the FAA's General Aviation and Vertical Flight Office and has worked in various Flight Standards District Offices. Prior to joining FAA, Wright worked on aviation initiatives for the General Accounting Office.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
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Wednesday, September 24, 1997
Contact: Alison Duquette
Phone: 202-267-8521

Statement on ValuJet/AirTran Merger

WASHINGTON -- The Federal Aviation Administration (FAA) continues to monitor the merger of ValuJet Airlines and AirTran Airways.

All regulatory changes must be approved by the FAA. The administrative changes announced today do not need FAA approval. Each airline will continue flying under separate FAA certificates until a new operating plan is submitted to and approved by the agency.

The consent order signed by ValuJet and the FAA on June 17, 1996, remains in effect. As a result of last year's 90-day review of FAA regulations and certification practices, air carriers with less than five years' experience are subjected to a five-year heightened surveillance policy and increased inspections. These rigorous procedures will continue to apply to ValuJet and Air Tran once the merger is complete.

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FAA News

FAA Public Affairs 1601 Lind Ave., SW Renton, Wash. 98168 (206) 227-2004

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Sept. 24, 1997
Rel. No. 97 61
More information - Tim Cornelison 671/366-6286
For immediate release:

FAA denies delays, interruptions in air traffic service

There have been no aircraft significantly delayed at Guam International Airport due to runway lighting problems according to the FAA's air traffic manager, Tim Cornelison.

News reports that several aircraft were delayed by the FAA airport traffic control tower due to an inability or controller lapse in lighting the runway are incorrect. One aircraft was asked to wait momentarily for departure while switching problems were resolved but not long enough to be counted as an air traffic delay.

FAA defines air traffic delays as starting 15 minutes after an aircraft contacts departure control for permission to take off.

Due to severe electrical storms in August, the airport's lighting system was damaged and repairs are not yet complete, largely due to a shortage of parts.

The Guam airport authority maintains the runway lights. They are controlled by the FAA's airport traffic control tower.

Because of damage to voltage regulators, the airport now has the ability to only light one of the parallel runways. The voltage regulator that controls the lights to the primary instrument runway (6 left) is damaged. So the regulator for runway 6 right controls runway 6 left's lights. To turn on all the lights to runway 6 left, the controller must use the switch that controls the lights to runway 6 right.

Instructions to controllers from the airport authority addressed which regulators controllers were to use in lighting runway 6 left, not which switch to use. The controller on duty when a United Airlines flight was requested to pause before takeoff was not aware from the airport authority's instructions of the requirement to light runway 6 left by using the switch that controls lights to runway 6 right.

FAA News

Federal Aviation Administration, Washington, DC 20591

FAA Announces $5 Million Award to State of New Hampshire

WASHINGTON -- The Federal Aviation Administration (FAA) today awarded grants totaling $5,701,892 to three airports in the state of New Hampshire -- Lebanon, Keene and Manchester -- for various airport projects.

These grants are being issued under the Airport Improvement Program (AIP). The AIP provides financial assistance to regional and local airport sponsors for airport planning and development projects.

"This Administration is committed to maintaining our nation's airports, expanding capacity where necessary and helping make airports even better neighbors for Americans," said Vice President Al Gore. "These grants will help us do that while making an investment in the economy of the state of New Hampshire by creating jobs for residents in Lebanon and Manchester."

The airports will receive the following grant amounts and airport improvements:

- **Lebanon Regional Airport** $2,101,892 - is a non-hub primary airport with approximately 50,000 annual enplanements. AIP funds will allow the airport sponsor to rehabilitate the primary runway, extend the safety area and mitigate wetlands near the safety area.

- **Dilliant-Hopkins Airport** $1,100,000 - is a general aviation airport with 54 aircraft based at the airport and approximately 2,500 enplanements annually. AIP funds will be used to purchase two parcels of land to meet federal and state safety requirements by removing airport obstructions.

- **Manchester Municipal Airport** $2,500,000 - is a small hub airport with 122 aircraft based on the airport. AIP funds will be used to soundproof 100 in Manchester and Londonderry affected by noise.

Approximately 1,100 AIP grant are issued annually.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
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Tuesday, Sept. 30, 1997
Contact: Marcia Adams
Phone: 202-267-8521

Aircraft Noise Levels Continue to Decline, Secretary Slater Announces

WASHINGTON -- U.S. airlines are ahead of schedule for a fifth consecutive year in the transition to a quieter aircraft fleet, Secretary of Transportation Rodney Slater reported today.

The Airport Noise and Capacity Act of 1990 requires that all airplanes meet quieter Stage 3 noise levels by the year 2000.

A report recently submitted to Congress by Secretary Slater shows that operators were ahead of last year's Dec. 31 interim compliance requirements to either reduce the number of noisier Stage 2 airplanes by 50 percent or have 65 percent quieter Stage 3 airplanes in their fleets. As of December last year, 75.5 percent of the airplanes operating in the United States are Stage 3.

"Aviation operators are continuing to be good neighbors to communities impacted by noisier aircraft noise," said FAA Administrator Jane F. Garvey. "Just this past year, 370 noisier Stage 2 aircraft have been removed from service while 230 quieter Stage 3 aircraft have entered service in the United States."

Secretary Slater said, "This Administration is committed to using new technology in aviation as we move into the next century. President Clinton and I commend the airplane operators and manufacturers who also are working toward that goal while enhancing the environments around airports."

Stage 2 airplanes include Boeing models 727-200, 737-200 and McDonnell Douglas model DC-9. Stage 3 airplanes include Boeing models 737-300, 757, 777 and McDonnell Douglas model MD-90.

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Some operators are complying with the Stage 2 airplane phaseout by installing FAA certified Stage 3 noise level hushkits to their Stage 2 fleet. Many airline operators already have met the criteria for the next interim compliance date, which is Dec. 31, 1998.

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FAA News

Federal Aviation Administration, Washington, DC 20591

REQUEST ONLY

FOR IMMEDIATE RELEASE
APA 136-97
Tuesday, Sept. 30, 1997
Contact: Marcia Adams
Phone: 202-267-8521

Statement on Port Authority of New York and New Jersey
PFC Application for the JFK Light Rail System

WASHINGTON -- The Federal Aviation Administration (FAA) today announced its timetable for ruling on the Port Authority's passenger facility charge (PFC) application for the JFK Light Rail System (LRS).

In accordance with PFC statute and regulation, FAA has 120 days from the date of submission of a PFC application to make a decision. The FAA will issue its decision on this application by Nov. 18, which is the end of the 120-day period. This decision will address the Jamaica and Howard Beach components of the LRS and the Port Authority's request for the new impose and use authority ($94 million) for the Central Terminal Area Loop (CTA) component in the pending application.

A prior approval of collections for the CTA Loop component expires on Sept. 30. The Port Authority will not be required to repay, rebate or reimburse airlines or passengers for the PFC revenue collected from the previous approval. The FAA will work with the Port Authority to determine the appropriate use for the PFC revenue already collected.

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