

# FAA News

Federal Aviation Administration, Washington, DC 20591

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## FOR IMMEDIATE RELEASE

APA 70-98

Tuesday, June 2, 1998

Contact: Kathryn B. Creedy

Phone: 202-267-8521

### **FAA Announces Ethiopia Rated Category I**

WASHINGTON, D.C. -- As part of its ongoing initiative to provide the public with more information about aviation safety, the Federal Aviation Administration (FAA) today announced that Ethiopia was found to comply with international safety standards set by the International Civil Aviation Organization (ICAO) and has been rated as Category I.

The assessments are not an indication of whether individual foreign carriers are safe or unsafe, rather they determine whether 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 (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.

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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 will continue 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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Federal Aviation Administration, Washington, DC 20591

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## FOR IMMEDIATE RELEASE

APA 71-98

Tuesday, June 2, 1998

Contact: Kathryn B. Creedy

Phone: 202-267-8521

### **FAA Announces Four Countries Comply With International Safety Standards**

WASHINGTON, D.C. -- As part of its ongoing initiative 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 four countries. Belgium, Italy, Portugal and Spain were found to comply with safety standards set by the International Civil Aviation Organization (ICAO) and are rated Category I.

The assessments are not an indication of whether individual foreign carriers are safe or unsafe, rather they determine whether 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 (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.

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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 will continue 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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## FOR IMMEDIATE RELEASE

APA 72-98

Tuesday, June 2, 1998

Contact: Tammy L. Jones

Phone: 202-267-8521

### **New FAA Policy Benefits General Aviation Community and Increases Safety**

WASHINGTON – The Federal Aviation Administration (FAA) has announced a new policy to improve safety and increase efficiency for the general aviation community. The policy paves the way for the implementation of Flight Information Services (FIS), which will provide digital information directly to the cockpit. This is the result of a consensus between the FAA and the general aviation community.

FIS will provide pilots with weather graphics and text, special use airspace information, notices to airmen and other information. Currently, this information is provided to pilots through voice radio communications by air traffic controllers and flight service station specialists. The new digital transmissions will allow pilots to more efficiently anticipate, plan and request changes to their flight plans.

“Safety is President Clinton’s highest transportation priority and this service is an important step forward for pilots, controllers and dispatchers,” said FAA Administrator Jane Garvey. “FIS will put us that much closer to our *Safer Skies* goal of reducing the fatal accident rate of aviation by a factor of five within ten years.” Announced by Garvey in April, *Safer Skies* will use the latest technology to find the root causes of accidents and break the chain of events that lead to accidents. The general aviation initiative calls for more accurate, current, and affordable weather information that is easily understood by pilots.

Access to up-to-date weather information will help pilots make critical decisions. Hazardous weather is a leading factor in aviation accidents. In general aviation, more than 200 fatalities per year are a result of hazardous weather conditions. A key strategy to reducing weather-related accidents is to have graphical information available in the cockpit.

Under the new policy, government, industry, and end users will have specific responsibilities.

The FAA will:

- Make National Airspace System status and existing federal meteorological data equally accessible to all aeronautical users, including service providers;
- Work with industry to develop a joint petition to the Federal Communications Commission to assign four 25 kHz radio frequency channels in the 136.0-136.9 MHz VHF spectrum and select qualified vendor(s) on a competitive basis to be the providers of FIS services;
- Work with other government agencies, users, and industry to develop a common set of human factors guidelines and standards for the display and training associated with use of FIS products in the cockpit;
- Lead and coordinate the establishment of national and international standards and operational procedures for delivery of FIS via data link, ensuring interoperability between various FIS capabilities and service providers;
- Conduct an investment analysis to determine the feasibility of establishing an electronic pilot report system in the same service volume as the uplink FIS in this policy.

Industry will:

- Provide ground infrastructure (i.e., ground servers and data link transmitters) needed to get products to the aircraft as well as avionics needed to process and display products in the cockpit;
- Provide basic Flight Information Service products and services to all properly equipped users at no direct cost to government and users;
- Provide value-added products for fee based on user demand.

Users will:

- Acquire avionics at their own cost;
- Receive basic products at no cost and;
- Pay for value-added products.

The user community, private industry and the FAA will work together to define the basic FIS products and services that will be provided at no cost to users or the government. The FAA plans to implement this policy by the end of 1988.

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

Technical Center

Atlantic City Int'l Airport  
New Jersey 08405

Thursday, June 4, 1998  
Contact: Holly Baker  
Telephone: (609) 485-6253

6/4/98  
EB, DA, DS

Fyi. Only 2 press types  
expressed interest -- the  
Albuquerque + Socorro papers.

bb

Background Information  
**FAA Conducts Explosives Test at New Mexico Tech**

The Federal Aviation Administration is conducting an explosives test on Thursday, June 4, at its Energetic Materials Research & Testing Center. The testing center operates in conjunction with the New Mexico Institute of Mining and Technology (New Mexico Tech), in Socorro, New Mexico.

The test is the first in a series of 11 that will be conducted over the next 12 months, in connection with FAA's ongoing Aircraft Hardening Program. The Aircraft Hardening Program was initiated in 1990 in response to the Pan Am 103 tragedy, directives from the President's Commission on Aviation Security and Terrorism, and mandates set forth in the Aviation Security Improvement Act of 1990. The key goal of the program is to protect commercial aircraft from the catastrophic structural or critical system failure that would occur in the event of an in flight explosion.

During the test, an explosive will be detonated inside an aluminum container. The container is much like the current baggage containers used in commercial aircraft today. The data generated from this initial test will provide a baseline for the upcoming experiments, which will involve testing different types of explosives under the same conditions. Heat and pressure measurement comparisons will provide useful data characterizing various types of explosives. Plus, scientists will be able to conduct research to determine the lethal amounts of these explosives.

The test will be conducted in a newly constructed reusable blast test fixture. Previous tests were completed in pressurized aircraft, but due to the damage caused by each test, the aircraft generally were not reusable. The new fixture has a removable test section that allows for multiple tests to be completed in the aircraft, as only the test section needs replacing after each test. The new test fixture will be cost effective, allowing a greater number of tests to be conducted in a shorter period of time.

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# FAA News

Federal Aviation Administration, Washington, DC 20591

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## FOR IMMEDIATE RELEASE

APA 73-98

Friday, June 5, 1998

Contact: Les Dorr, Jr.

Phone: 202/267-8521

### FAA Administrator Announces Administrative Changes

WASHINGTON – Federal Aviation Administrator Jane F. Garvey today announced a realignment of the FAA's administrative organization and a number of personnel actions resulting from the reorganization.

"We have learned many lessons over the past few months in dealing with administrative issues in the FAA's various lines of business," said Garvey. "These actions will streamline our administrative functions, sharpen the corporate focus of our financial and human resources offices and respond to congressional direction."

The realignment makes the following changes, effective immediately:

- Abolishes the Office of Associate Administrator for Administration, which has been responsible for most of the FAA's administrative functions.

- Creates an assistant administrator for financial services who will be the FAA's chief financial officer, reporting to the administrator. Carl Schellenberg, a senior executive with the agency's Air Traffic Services office, is named to the position. He will report directly to the FAA administrator.

- Creates a deputy assistant administrator for financial services who will serve as the FAA's budget director. Appointed to that position is Rich Efford, a senior staff member on the House Appropriations Subcommittee on Transportation. Efford will join the FAA in late summer.

- Establishes an assistant administrator for human resource management, reporting to the administrator. Glenda Tate, director of human resource management in the Office of the Secretary of Transportation, will fill the new position.

- Creates an assistant administrator for region/center operations. The position will report to the FAA administrator's office, with daily reporting to the deputy administrator. Ruth Leverenz, deputy associate administrator for administration -- financial reform, will assume the assistant administrator's job.

- Shifts the Office of Flight Program Oversight, formerly in the FAA's administrative area, into the Flight Standards Service under the Office of the Associate Administrator for Regulation and Certification.

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-- Abolishes the Office of Business Information and Consultation and the office that had responsibility for management of information within the FAA's administration area. Functions and staff will move to appropriate organizations within the FAA.

-- Transfers the staff and functions of the Headquarters Freedom of Information Act office to the assistant administrator for region/center operations.

-- Transfers the Headquarters Facilities Management Office to the Office of Acquisitions within the Research and Acquisitions line of business.

-- Switches the Washington Flight Program Office -- often referred to as "Hanger Six" at Ronald Reagan Washington National Airport -- to the Aviation Systems Standards Office within the Airways Facilities organization.

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# FAA News

Federal Aviation Administration, Washington, DC 20591

JUN - 5 1998

Preliminary information indicates that for three sweeps of the radar (36 seconds) complete information on Air Force One was not available. The incident occurred at 8:11 a.m. and involved the Gibbsboro, N.J., radar. Safety was not compromised and communications were maintained with the aircraft at all times. The matter is under investigation by the Federal Aviation Administration.



# FAA News

Federal Aviation Administration, Washington, DC 20591

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## FOR IMMEDIATE RELEASE

APA 74-98

June 5, 1998

Contact: Eliot B. Brenner

Phone: 202-267-8521

### Updated FAA Statement on Air Force One

WASHINGTON -- The Federal Aviation Administration Friday ordered an investigation into why on two occasions earlier in the day complete radar data was not available to air traffic controllers handling Air Force One.

In the first case, at 8:11 a.m., the full amount of information was not available for two sweeps of the radar, or 24 seconds, when the aircraft was about 23 miles northeast of a radar based at Gibbsboro, N.J., a town about 15 miles southeast of Philadelphia. Six minutes later, at 8:17 a.m., complete information was not available for three sweeps of the radar, or 36 seconds. The aircraft then was about 65 miles northeast of the radar. The degree of data loss will not be known until further analysis.

The same effect was noted about an hour later by controllers watching a commercial aircraft about 15 miles west of JFK airport, but that aircraft was being tracked by a different radar, one based at Benton about 50 miles west of Wilkes-Barre, PA. That event occurred while a software upgrade was being installed.

In neither incident was safety compromised. There are multiple safety redundancies built into the air traffic control system. For instance, two other radars were monitoring the airspace and available for use had the problem continued, and communications were initiated with Air Force One in each instance.

Radar utilizes two methods for tracking an aircraft -- a primary return which is radar energy bouncing off the aircraft skin, and a second electronic signal sent to the radar by the aircraft giving altitude information. The primary return is available as a redundancy if there are problems with the so-called "secondary return."

Analysis of earlier episodes of incomplete data appearing on radar screens indicates that the signals of two aircraft the same distance and bearing from the radar but at different altitudes will merge, garbling the signals going to the computer that processes radar information. When there is conflicting information, radar computers are required to only give controllers information which is confirmed. The requirement that only accurate information be shown to the controller is a further safety feature.

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In congested airspace, there is a greater likelihood that two aircraft at different altitudes will be the same distance from a radar system and thus there is a greater likelihood the garbling effect will occur. It is a phenomenon dictated by the physics of radar, and is not unusual in congested airspace.

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# FAA News

Federal Aviation Administration, Washington, DC 20591

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**FOR IMMEDIATE RELEASE**

**REQUEST ONLY**

APA 75-98

Monday, June 8, 1998

Contact: William Shumann

Phone: 202-267-8521

## **Air Force Two**

WASHINGTON – Radar beacon data (but not primary radar) were lost to air traffic controllers working Air Force Two Sunday evening, June 7, 1998. Radio contact was never lost, and primary radar was available to track the aircraft if necessary. The radar that experienced the data loss was located at Benton, PA, and is not the Gibbsboro, NJ, radar that experienced a similar phenomenon Friday during an Air Force One flight.

In Sunday night's 7:33 p.m. incident, as the aircraft was enroute from LaGuardia Airport to Andrews Air Force Base, a partial loss of information occurred during two consecutive 12-second updates of the radar. The beacon return was lost, but other information on the aircraft's identification was visible to controllers. The aircraft was advised there had been a loss of radar contact and to send an electronic signal to re-establish it. The plane, a DC-9, was about 45 miles due west of JFK International Airport, just north of Princeton, NJ.

The incident is under investigation by the FAA.

Analysis of earlier episodes of incomplete data appearing on radar screens indicates that the signals of two aircraft the same distance and bearing from the radar but at different altitudes will merge, garbling the signals going to the computer that processes radar information. When there is conflicting information, radar computers are required to only give controllers information that is confirmed. The requirement that only accurate information be shown to the controller is a further safety feature.

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# FAA News

Federal Aviation Administration, Washington, DC 20591

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## FOR IMMEDIATE RELEASE

APA 76-98

Tuesday, June 9, 1998

Contact: Henry J. Price

Phone: 202-267-8521

### **Administrator Names New Advisor for Commercial Space Transportation**

WASHINGTON -- Federal Aviation Administration (FAA) Administrator Jane F. Garvey has named Patricia "Patti" Grace Smith associate administrator for commercial space transportation. Smith brings to the position over two decades of experience in communications and rocket-launch technologies.

"Each year the U.S. commercial space transportation industry grows by leaps and bounds, and it is vital that the FAA foster and promote the safety of this important industry," said Garvey. "I am confident Ms. Smith's vast experience and leadership will help tremendously as the nation's space-launch community works to meet the growing demands of the 21st century."

The most important responsibility of associate administrator for commercial space transportation is to oversee the safety of commercial launch operations. In addition to the vital safety functions of the position, the office is responsible for promoting the commercial space launch industry. The Office of Commercial Space Transportation was created as part of the Department of Transportation (DOT) in the Commercial Space Launch Act of 1984. In 1995, the office was transferred from DOT's Office of the Secretary to the FAA.

In overseeing the commercial space launch industry, Smith's responsibilities include:

- commercial launch licensing;
- developing policies, technical standards, regulatory approaches and procedures for the operation and competitive involvement and sufficiency of the commercial space transportation industry;
- strategic and business planning;
- intergovernmental cooperation;
- congressional liaison;
- overseeing development of new commercial launch ventures; and
- customer service requirements and implementation of customer service standards.



Since February 1997, Smith has served as acting associate administrator for commercial space transportation. During this period of significant growth and change in the commercial space transportation community, she played a vital role with such technological and infrastructure developments as commercial spaceports, reusable launch vehicle technologies, and ocean-based launch platforms. Smith has also worked with industry in development of new and updated licensing and insurance regulations, as well as ensuring that the industry remains a leader in a growing, competitive international market.

Smith joined the Office of Commercial Space Transportation in 1994 as associate managing director. She rose to chief of staff in 1995. Smith became the office's deputy associate administrator following the transfer in 1995 to the FAA.

From 1980 to 1994, Smith held various leadership positions at the Federal Communications Commission. There, she served as chief of FCC's Consumer Assistance and Small Business Office, Office of Public Affairs, and as deputy director for policy in the agency's Office of the Managing Director. In addition to her principle responsibilities, Smith worked on several major FCC initiatives including serving on the FCC Spectrum Auctions Implementation Team. The team produced the first and largest auction of U.S. assets in history. For their work, Smith and her other team members received the Vice President Al Gore's Hammer Award.

Smith's career has also included work at the Department of Defense, Defense Communications Agency, Acquisition Policy Office. In addition Smith has worked for the Senate Commerce Committee.

Having earned her bachelor of arts degree from Tuskegee University, Ala., in 1968, Smith was recently awarded the university's Distinguished Alumni Award. Originally from Alabama, Smith has also done graduate work at Auburn University, Ala.; George Washington University, Washington, D.C.; and Harvard University, Mass.

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the World Wide Web at: [www.faa.gov](http://www.faa.gov)*

## **Statement on Security Threats Read Only**

As usual, for security reasons, we cannot comment on any threats.

However, we do want to assure the press and the public that:

- We work closely with the law enforcement and intelligence agencies of the U.S. and other countries.
- We closely evaluate all threats.
- We take appropriate security measures as warranted, although we cannot comment on specific threats or countermeasures.

(Background: The FAA regulates all U.S. flag carriers regardless of where they fly. The FAA also regulates foreign carriers from their last point of foreign departure into the U.S., and from the U.S. to their first foreign landing.)

# FAA News

Federal Aviation Administration, Washington, DC 20591

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## FOR IMMEDIATE RELEASE

APA 77-98

Wednesday, June 10, 1998

Contact: Paul Takemoto

Phone: 202-267-8521

## FAA Announces Winners of 1998 Excellence in Aviation Award

WASHINGTON -- The FAA today announced that the University of North Dakota's John D. Odegard School of Aerospace Sciences, and UCLA professor Dr. Satya N. Atluri will receive the agency's 1998 Excellence in Aviation awards.

"The FAA formally recognizes significant aviation research accomplishments each year through the Excellence in Aviation award," said FAA Administrator Jane Garvey. "This research plays a prominent role in ensuring that the nation's airspace system remains the safest in the world."

Aviation weather research conducted at the John D. Odegard School of Aerospace contributed to the development of the Terminal Doppler Weather Radar, which is used to detect wind shear near airports. The aerospace school, which has conducted aviation research, education and training programs for over 30 years, participates in a FAA-sponsored research project to chart wind conditions at the Juneau, Alaska, airport.

Professor Atluri's pioneering research greatly expanded the science of structural integrity and damage tolerance of commercial and military aircraft. Atluri is also the author of *Structural Integrity and Durability*, which is a reference book for the aviation community.

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# FAA News

Federal Aviation Administration, Washington, DC 20591

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## FOR IMMEDIATE RELEASE

APA 78-98

Sunday, June 14, 1998

Contact: Eliot Brenner

Phone: 202-267-3333 (Sunday only); 202-267-3883 (Monday)

### MEDIA ADVISORY

#### **Transportation Secretary Rodney Slater To Announce New Labor Agreement between FAA and the National Air Traffic Controllers Association**

WASHINGTON – Transportation Secretary Rodney Slater will announce a historic new labor agreement between the Federal Aviation Administration (FAA) and the National Air Traffic Controllers Association (NATCA), on Monday, June 15, at 10 a.m., in the Marx Media Center, room 2201, at the U.S. Department of Transportation Headquarters building, 400 7<sup>th</sup> Street, SW, Washington, DC.

Joining Slater will be FAA Administrator Jane Garvey and NATCA President Michael McNally.

The labor agreement is the first reached under landmark FAA personnel reform legislation approved by Congress and signed into law by President Clinton in 1995.

The Marx Media Center will be open at 8:30 a.m. for setup. Media representatives -- who will require press credentials to gain entry -- should use the southwest entrance.

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# FAA News

Federal Aviation Administration, Washington, DC 20591

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## FOR IMMEDIATE RELEASE

APA 79-98

Monday, June 15, 1998

Contact: Eliot Brenner

Phone: 202-267-3883

### Remarks Prepared For Delivery

Jane F. Garvey

Administrator

Federal Aviation Administration

Washington, D.C.

Good morning. What a pleasure to be here this morning to announce agreement between the FAA and its National Air Traffic Controller Association partners on a new five-year agreement.

I've talked a lot about partnerships since I became Administrator last August. I've talked about partnerships with labor and industry. I've talked about working in constructive collaboration to make the world's safest and busiest aviation system even safer and more efficient. The agreement that we are announcing today truly takes the cliché out of "partnership."

I want to recognize the dedicated FAA negotiating team who worked hard to negotiate the first agreement under personnel reform and to put the FAA on a more business-like basis. And, Mike, I've been in many negotiation sessions, but the NATCA team you led knew exactly what was needed. They were fair, and throughout the process they reflected the commitment by controllers to the highest standards of safety and efficiency.

This commitment underscores the vital role played by controllers. They are the professionals who make hundreds of decisions each day — decisions that have helped create the safest aviation system in the world.

This historic agreement puts the FAA firmly on the course to "raise the bar" to enhance safety and improve efficiency.

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It does this by defining the size of the controller work force needed to safely meet the needs of growing demand for air traffic services.

It does this by allowing the FAA to reclassify FAA air traffic control facilities to better reflect differing levels of complexity.

It does this by giving the FAA internal incentives to increase efficiency and productivity by getting controllers to help with training and quality assurance.

Most important for air travelers and shippers, this agreement builds on the recently achieved consensus among government, labor, and industry on the critical next steps in our program to modernize the air traffic control system for the 21st century.

This is truly an exciting time to be in aviation.

I want to express my appreciation for the strong support that we had from Secretary Slater every step of the way. And, I want to thank everyone for the shared sense of urgency so that we can now move on — together — to our important assignment of making the world's best air traffic control system even better.

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**Michael P. McNally, President**  
**National Air Traffic Controllers Association**

**Statement Announcing New Labor Agreement Between**  
**NATCA and the Federal Aviation Administration**  
**June 15, 1998**

First, I'd like to thank the administration, Secretary Slater and Administrator Garvey on the successful outcome of this agreement.

Prior to the arrival of Secretary Slater and Administrator Garvey at the FAA, most of us in NATCA thought we were headed down an all too familiar path – one of stonewalling, head-butting and total lack of trust – ultimately leading to a protracted war between us. The same issues that had faced air traffic controllers for decades were still there. With contract negotiations staring us in the face, we expected the "same-old, same-old," and we set our course for the duration. We were prepared for the long haul.

But a funny thing happened on the way to the war. Jane Garvey did something no other administrator had done: She listened to controller concerns, weighed our evidence against the rhetoric of the past years, and she offered leadership and guidance to the FAA's negotiating team.

From the time she stepped into the negotiations fray, we at NATCA became cautiously optimistic that, at long last, our issues would be validated, and a process to rectify the many challenges ahead of us could begin. Today, we are here because those hopes became reality. The administrator deserves credit for heading off a potentially contentious and ugly situation.

Frankly, I think once she saw the preponderance of data we'd compiled over the years, she became impressed by the enormous body of work NATCA members had compiled – all of it supporting the need for a new tiered classification system for air traffic controllers. Many men and women in NATCA worked on this complicated project for over six years – at untold expense to them, their families and the organization. I want to thank them for their unselfish, tireless efforts. And, I also want to thank their FAA counterparts who were involved the last three years. Without their dedication, none of us would be standing here today.

We would not be rolling out a new classification standard that reflects a fairer methodology of what controllers do – based on more than the mere volume of air traffic, but other complexities that, to date, have not been considered in their performance. Things like the numbers of and the configuration of runways; the mix of aircraft types; oceanic flights; and the air traffic density, to name a few.

This classification standard has been a long time coming. Originally attempted in the seventies, it has taken over 25 years to more accurately classify an air traffic controller's work.

During these negotiations, we also made headway on a chronic, thorny discrepancy: The numbers of air traffic controllers needed to safely separate aircraft. It has been long obvious to the public, Congress and the aviation community that NATCA and FAA were far

apart on staffing. In these negotiations, we nailed down an acceptable number and projected guaranteed growth over the next few years.

For the first time, the number of controllers is protected, and both NATCA and the FAA have memorialized a principle for future growth. These numbers could be higher, but we believed it's best to start here, and work toward mutual agreement on additional staff as the years and the nation's growing air traffic dictate.

Finally, the NATCA negotiating team – headed by our former president, Barry Krasner – worked long and hard to achieve new standards for employees under personnel reform. We fully appreciated many eyes would watch as we led the way in the federal sector. Still, it was – and is – important that we do the right thing for employees, for the agency which has the mandate of safety first, and for the public.

Mr. Secretary and Administrator Garvey – on behalf of FAA's controllers and our negotiating team – I want to acknowledge your leadership during these very tough but productive talks. Based on your desire to turn the agency around, we are hopeful that we'll usher in the 21<sup>st</sup> century with a strong working relationship with you and your staff. The beneficiaries of this type of collaborative relationship will long outlive us here today.

Again, congratulations to you and your team.

Contact: Sherrod Shim  
202/223-2900





U.S. Department of  
Transportation

# News:

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Office of the Assistant Secretary for Public Affairs  
Washington, D.C. 20590  
<http://www.dot.gov/briefing.htm>

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REMARKS AS PREPARED FOR DELIVERY  
SECRETARY OF TRANSPORTATION RODNEY E. SLATER  
FAA/NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION  
PRESS CONFERENCE  
JUNE 15, 1998  
WASHINGTON, D.C.

When I took this job 16 months ago, I said that my three goals were safety, record-level transportation investments, and common-sense government. I am proud to say we have made much progress on all fronts.

We have raised the bar on air safety with the FAA's *Safer Skies* agenda that Vice President Gore announced in April. President Clinton just signed into law the largest highway and transit bill in our nation's history. It will create opportunities for millions of Americans and help prepare the nation for the 21st century. And today, we have what I believe is an historic labor agreement that puts common-sense into the way we manage our air traffic control system.

Clearly, what makes the most sense is to negotiate a contract that benefits all the players -- air traffic controllers, FAA management, and consumers. And that is what I believe we have done. It is a good deal for controllers. It puts the FAA on a more business-like footing. And for consumers, it raises the bar on safety and system performance.

This new five-year agreement reached between the FAA and the National Air Traffic Controllers Association marks a new day in labor relations. The contract creates a new partnership and shared vision between labor and management. It increases controller productivity and efficiency by allowing them to perform other duties when not directing air traffic. And despite a sometimes stormy history, for the first time the FAA and the union have agreed on the overall number of controllers needed to run the system safely and efficiently.

I also know that negotiations moved along very rapidly since beginning in January. They had been expected to take much longer. So I am delighted we were able to wrap up such a positive agreement so quickly. I know President Clinton and Vice President Gore are pleased with the agreement. It is a direct

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result of the FAA personnel reform law the President signed some two years ago. These reforms also were championed by the Vice President's commission on air safety and security.

Finally, let me thank the negotiators. You did a magnificent job. And thank you to Administrator Garvey for all you have done to move the talks along, and to Michael McNally, president of NATCA for your talented leadership.

Let me close on this.

We are nearing the 100th anniversary of powered flight (just five years from now). I want to make sure that we have something to celebrate on that anniversary of the Wright Brothers' historic flight.

We are the world leader in aviation. We have the best airplanes, the best airlines, and the best airports. Thanks to working together, we have the safest skies in the world. And by continuing to work together, by encouraging vigorous but fair competition, and by ensuring safe and secure travel, I know that our best days are yet to come.

Thank you.

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Gore Statement on Agreement Between FAA, NATCA

To: National Desk, Transportation Writer

Contact: White House Press Office, 202-456-2100

WASHINGTON, June 15 /U.S. Newswire/ -- Following is a statement by Vice President Gore:

STATEMENT BY VICE PRESIDENT GORE ON AGREEMENT BETWEEN FEDERAL AVIATION ADMINISTRATION AND NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION

The president and I commend the Federal Aviation Administration (FAA) and the National Air Traffic Controllers Association (NATCA) for coming together on this historic agreement, which will enable us to improve the safety of air travel for all Americans.

The agreement also will boost air safety by ensuring that compensation for controllers accurately reflects the rigors of controlling airplanes at the specific airports at which they work; creating smaller controller-to-supervisor ratios; and providing incentives for the FAA and facilities to improve safety and efficiency.

With the help of the world's best controllers, this agreement will enable the FAA and the controllers to handle the growth in air traffic.

We commend FAA Administrator Jane Garvey and NATCA President Mike McNally for quickly reaching this new partnership agreement.

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/U.S. Newswire 202-347-2770/

[FAA]

REVISED Q&a for Secretary Slater  
(REVISION IS THE SECOND ITEM)

Prepared by Eliot Brenner/FAA public affairs and Ron Morgan, acting associate administrator for air traffic services.

Q: How many controllers does this affect?

A: There are 14,840 controllers in the bargaining unit, not all of whom are members. NATCA claims membership of about 15,000 FAA and private contractor controllers.

**Q: How many supervisors are there.**

**A: There are about 2,200 supervisors..**

Q: The FAA has testified it needs more than 15,000 controllers, and the union has said it needed far more. Now you agree on 15,000. How can you attribute that to an increase in safety.

A: Both the FAA and NATCA agree that the contract will allow a better arrangement of work schedules will enable to the FAA to be more productive and efficient. Controllers will be able to assist with training and quality assurance duties when not on position.

Q: Where does the \$200 million come from in tight budget times. Did it take a contract in order to get the efficiencies inside FAA that would allow them to save that much money.

A: A good portion of the funding for the \$200 million package will be accomplished by work rule changes accomplished in the new bargaining agreement. FAA will work with Congress to identify the remainder of the funds.

Q: When does the pay raise start for controllers?

A: Upon ratification of the contract.

Q: How does the reclassification plan work?

A: Today we divide facilities up into five levels based on the volume of traffic at those locations. Reclassification allows the FAA to match pay with the complexity and volume of aircraft worked much better than is the case today in 12 categories of facilities.

Q: Does Congress have to approve this.

A: Certain pieces of the contract require congressional approval. Some is coordination with committee chairmen and others will require appropriations.



Q: Is the PBO proposal on the back burner? Many in Congress say it can't be accomplished until next year.

A: We're pursuing PBO for the Air Traffic Services as aggressively as we can.

Q: What does the rest of the workforce get?

A: At the expiration of other labor agreements with other unions, we will use the same philosophy and policies in negotiations on those agreements. As non-bargaining unit employees, we are committed to treating them in an equitable and fair manner consistent with bargaining unit employees.

# FAA News

Federal Aviation Administration, Washington, DC 20591

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## FOR IMMEDIATE RELEASE

APA 79-98

Monday, June 15, 1998

Contact: Eliot Brenner

Phone: 202-267-3883

**Remarks Prepared For Delivery  
Jane F. Garvey  
Administrator  
Federal Aviation Administration  
Washington, D.C.**

Good morning. What a pleasure to be here this morning to announce agreement between the FAA and its National Air Traffic Controller Association partners on a new five-year agreement.

I've talked a lot about partnerships since I became Administrator last August. I've talked about partnerships with labor and industry. I've talked about working in constructive collaboration to make the world's safest and busiest aviation system even safer and more efficient. The agreement that we are announcing today truly takes the cliché out of "partnership."

I want to recognize the dedicated FAA negotiating team who worked hard to negotiate the first agreement under personnel reform and to put the FAA on a more business-like basis. And, Mike, I've been in many negotiation sessions, but the NATCA team you led knew exactly what was needed. They were fair, and throughout the process they reflected the commitment by controllers to the highest standards of safety and efficiency.

This commitment underscores the vital role played by controllers. They are the professionals who make hundreds of decisions each day — decisions that have helped create the safest aviation system in the world.

This historic agreement puts the FAA firmly on the course to "raise the bar" to enhance safety and improve efficiency.

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It does this by defining the size of the controller work force needed to safely meet the needs of growing demand for air traffic services.

It does this by allowing the FAA to reclassify FAA air traffic control facilities to better reflect differing levels of complexity.

It does this by giving the FAA internal incentives to increase efficiency and productivity by getting controllers to help with training and quality assurance.

Most important for air travelers and shippers, this agreement builds on the recently achieved consensus among government, labor, and industry on the critical next steps in our program to modernize the air traffic control system for the 21st century.

This is truly an exciting time to be in aviation.

I want to express my appreciation for the strong support that we had from Secretary Slater every step of the way. And, I want to thank everyone for the shared sense of urgency so that we can now move on — together — to our important assignment of making the world's best air traffic control system even better.

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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

6/16/98

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## Fact Sheet

### FAA Actions on Cargo Carriers After Fine Air Accident

In the FAA's continuing effort to raise the safety bar in aviation, the agency has taken many actions after the Fine Air accident last summer.

#### Oversight

- August 1997: Regional Aviation Safety Inspection Program (RASIP) inspection on Fine Air by FAA team of specialized cargo experts.
- September 1997: Fine Air voluntarily suspends operations. Must fulfill terms of FAA consent agreement before resuming flights.
- September-December 1997: Special FAA inspections of cargo loading operations at Part 121 air carriers.
  - Focus on container maintenance, supervision of loading and securing cargo, oversight and training of cargo-loading personnel.
  - No problems found in 86 percent of inspections.
- December 1997: Amerijet agrees to consent order after Office Safety Inspection Program (OSIP) examination.
- Fiscal Year 1998 (planned): FAA guidelines to standardize air carrier cargo practices including cargo loading training curriculum.

#### Procedural Changes

- September 1997: FAA aviation safety inspectors receive new interim handbook bulletins reemphasizing and expanding guidance on cargo loading procedures.
- September 1997 - present: Review of surveillance procedures and methods by FAA to identify possible improvements.
- February 1998: NASIP/RASIP inspector teams revised to include inspectors with specialized cargo experience, and managers and supervisors as team leaders.
- April 1998: FAA solicits and receives input on standards for repair of cargo pallets and containers from cargo equipment manufacturers.
- May 1998: FAA inspectors instructed to make that sure air carrier manuals and training curricula include hazardous materials procedures and information.
- June 1998: Final aviation safety inspector handbook bulletins on cargo operations issued. Establish policy and guidance about weight and balance control, cargo loading, loading schedules and instructions, and compliance with carriers' approved procedures.
- October 1998 (planned): Increased inspections to review cargo procedures, including loading of passenger bags or company material aboard Part 121/135 air carriers.
- March 1999 (planned): Completion of revised inspector handbook guidance on cargo surveillance activities.

- **Training**
- October 1998 (planned): Internal workshop for FAA regional and field personnel. Workshop to address policy and guidance on weight and balance control, cargo loading procedures, schedules and instructions. Will be based on June 1998 handbook revisions.
- March 1999 (planned): Specialized cargo training for aviation safety inspectors. Curriculum now being developed.
- October 1999 (planned): New advisory circular including cargo loading training curriculum guidelines for industry.

#### **Flight Data Recorders**

- December 1997: Handbook bulletin issued to establish policy and guidelines that will ensure continued proper operation and recording of data by digital flight data recorders.

#### **Definitions**

- National Aviation Safety Inspection Program (NASIP): Comprehensive evaluation of an air carrier's compliance with the Federal Aviation Regulations (FARs). Also examines adherence to guidance developed by the certificate holder and approved or accepted by the FAA.
- Regional Aviation Safety Inspection Program (RASIP): Same type of in-depth inspection, but performed by FAA personnel in a specific region, e.g., Southern Region for Fine Air.
- Office Safety Inspection Program: Same guidelines used for NASIPs and RASIPs, but done by FAA personnel from a specific FAA FSDO.

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# FAA News

Federal Aviation Administration, Washington, DC 20591

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**FOR IMMEDIATE RELEASE**

Tuesday, June 16, 1998

Phone: 202-267-8521

## **Statement by FAA Administrator Jane F. Garvey**

I want to reaffirm my commitment to provide a workplace environment that is free from sexual harassment and other misconduct of a sexual nature.

As I have communicated to FAA employees throughout the country, I will not tolerate any inappropriate behavior in the workplace and am committed to enforcing a zero tolerance policy for any behavior that creates a hostile work environment.

When harassment had been determined to have occurred, the agency has taken strong action, including removal of offending employees.

I have established, effective July 1, an "Accountability Board." It will be comprised of the senior leadership of the FAA to review all allegations of sexual harassment and misconduct of a sexual nature. The Board will report directly to me to ensure accountability for the timely, consistent and appropriate response to such allegations.

While the agency cannot discuss the specifics of any case publicly, the FAA moves rapidly to resolve cases when they arise and, in no instance, will the FAA let workplace behavior affect safety.

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# FAA News

Federal Aviation Administration, Washington, DC 20591

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## FOR IMMEDIATE RELEASE

APA 80-98

Friday, June, 19, 1998

Contact: Marcia Adams

Phone: 202-267-8521

### **FAA and EAA Release Safety Video For 1998 AirVenture Event**

WASHINGTON --The Federal Aviation Administration's (FAA) Office of System Safety and the Experimental Aircraft Association (EAA) today released an informational video for pilots flying to the annual EAA AirVenture event in Oshkosh, Wis.

The 1998 Oshkosh Visual Flight Rules Procedures video promotes flight safety at the world's premier general aviation event. The video helps pilots follow special arrival and departure procedures that will be in effect July 27-Aug. 4. It is estimated that there will be approximately 17,000 aircraft operations during the AirVenture event.

The video includes the following information for pilots:

- Graphic presentation that outlines the traffic flow into Wittman Regional Airport;
- Aerial footage to help pilots locate landmarks and busy routes; and
- Procedures for general aviation aircraft, warbirds and no radio aircraft.

To order a free copy of the video, pilots should call EAA at 800-564-6322. The video will be sent with a copy of the official Notice to Airmen, plus a 3x5 booklet containing key information in a "cockpit friendly" size for quick reference booklet in-flight. The video also is available on loan from local Flight Standard District Offices.

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

# FAA News

Federal Aviation Administration, Washington, DC 20591

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## FOR IMMEDIATE RELEASE

APA 81-98

Wednesday, June 17, 1998

Contact: Les Dorr, Jr.

Phone: 202/267-8521

### **FAA Unveils Major Step Forward in Personnel Reform**

WASHINGTON -- The Federal Aviation Administration (FAA) has unveiled the next major step forward in its congressionally authorized personnel reform efforts -- a test of an innovative compensation plan for about 1,200 agency employees.

The new plan will replace the traditional grade-and-step base pay method with a simplified structure of pay bands whose value is determined by comparison with similar jobs in government and private industry. The test directly links compensation with the performance of employees and the success of the organization as a whole. It also provides flexible employment and promotion guidelines. Employees' current base pay will not be reduced when they convert to the new system.

Non-bargaining unit employees in the FAA's Office of Research and Acquisitions will be the first group to operate under the compensation pilot, which is expected to run for 18 months. During that time, the agency will evaluate how well the new system supports employees in achieving the agency's organizational goals as well as their own individual goals, and will make any changes necessary to ensure the plan's success.

"This test plan gives us the flexibility we need to keep and reward our best people and to attract world-class talent," said FAA Administrator Jane F. Garvey. "We believe that it is an integral component of our new human resources system, designed to meet the needs of the agency and our employees and supports the FAA's goals of safety, security and efficiency."

As part of the test, senior executives in the Office of Research and Acquisitions also will work under a new total compensation approach linked to the achievement of agency goals. The new approach will include base salary, short- and long-term incentives and supplemental benefits, of which only base salary and short-term incentives will be included in the test.

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The FAA's new compensation system combines the best practices of compensation programs in the federal government with those in the public and private sector to create a system that supports the agency's unique needs. The new system is designed to provide more flexibility in hiring, pay and placement; recognize employee contributions increase productivity and enhance the organization's intellectual capital while ensuring fairness to employees.

Since new personnel procedures were put into place in April, 1996, the FAA has introduced numerous flexible and streamlined ways to manage its human resources. For example, the agency has adopted new procedures for selecting candidates, flexible pay-setting guidelines for new employees and a revised grievance process. The FAA also has adopted many automated innovations, such as an Internet-based vacancy announcement system and an automated process for reviewing external applications.

The Office of Research and Acquisitions is the first to test the principles of the new compensation plan, but the FAA expects that other agency organizations will participate in such programs soon. The agency and its unions have either begun or soon will begin discussing and negotiating future compensation agreements for bargaining unit employees.

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