3/2/98

STATEMENT
REGARDING REVIEW OF SOUTH SUBURBAN AIRPORT STUDY FORECASTS

The Federal Aviation Administration develops air traffic forecasts for the nation's airports using national trends and local economic factors. Historically, the nation's aviation community relies on these forecasts for planning purposes.

FAA forecasts are intended to reflect the dynamic nature of the nation's airspace system. The agency is continually looking for new and better ways to increase its accuracy. Over the last several years, growth for the Chicago area has been less than agency predictions. Consistent with FAA practices, the agency has reviewed and adapted its forecast techniques based on current information. This review accounts for the lower growth rate predicted for the Chicago area.

The state of Illinois transportation department recently asked the FAA to examine a state forecast of future traffic levels for the largest, most expensive, option for a South Suburban Airport (SSA). The FAA found that the state's forecasts for local originating and terminating traffic were very close to the FAA's estimates, but that the state's forecasts for connecting and international traffic were quite different. Connecting and international traffic rates are subject to fluctuation due to market trends and airline business decisions. The FAA's forecasts are more consistent with recent national and local data.

Differences in forecasts have obvious implications on airport planning and environmental evaluation. When differences occur between a sponsor's forecast and FAA's forecast, the FAA requires that these differences be addressed. The FAA has asked the state to address these issues in the final environmental assessment. To do this, there are a number of options available to the state, and the FAA will work with state officials in identifying and discussing these options.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 26-98
Tuesday, March 3, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Proposes Fine Against ITW Surfaces & Finitions S.A.
For Hazardous Materials Violations

WASHINGTON – The Federal Aviation Administration (FAA) has proposed fining ITW Surfaces & Finitions S.A. of Valence, France, $60,000 for improperly offering hazardous materials for shipment by air into the United States.

In FAA's notice of proposed penalty issued Jan. 23, ITW is cited for knowingly offering paint, a hazardous material, for transportation by air when the shipment was not properly declared, labeled, packaged or documented as required by the Department of Transportation's hazardous materials regulations. The company was also cited for allowing employees who were untrained in handling hazardous materials to package and handle these goods.

The irregularity was discovered April 12, 1996, when United Parcel Service (UPS) sort facility personnel in Louisville, Ky., opened a leaking package and discovered four 2-kilogram plastic containers of Gromlit hydro agent (paint), which should have been labeled as flammable liquid. UPS had transported the shipment by air from France to Louisville, Ky., on April 11, 1996.

ITW has 30 days from its receipt of FAA's notice to submit a reply.

# # #

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 27-98
Tuesday, March 3, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Proposes Fine Against Black & Decker Corp.
For Hazardous Materials Violations

WASHINGTON – The Federal Aviation Administration (FAA) has proposed fining the Black & Decker Corp. of Towson, Md., $318,000 for shipping improperly packaged battery-powered lawn mowers by air.

In FAA's notice of proposed penalty issued Feb. 4, Black & Decker is cited for offering a shipment of 106 lawn mowers for transportation by air when the mowers' batteries had not been securely fastened to prevent damage and short-circuiting. This violates the requirements of the Department of Transportation's hazardous materials regulations and the International Civil Aviation Organization's technical instructions.

On Feb. 20, 1996, Black & Decker offered a shipment of hazardous materials to United Parcel Service (UPS) for transportation by air from Brockville, Ontario, to various hardware and lawn-care businesses in Florida, Texas, Virginia, Alabama, Kansas, Oklahoma, New Mexico, Nevada and Oregon. The shipment consisted of 106 boxes, each containing an electric lawn mower. On Feb. 22, 1996, the shipment was flown on two flights to the UPS sort facility in Louisville, Ky., where, on the next day, UPS employees discovered smoke coming from one of the boxes. A lawn mower's battery had become dislodged and shorted out, causing the mower's wires, plastic housing and battery to burn and melt.

UPS then took immediate action to locate the remaining boxes in the shipment, which were being transported by air to various destinations in the United States. The company called back two flights from the taxiway, instructed three airborne flights to return to the terminal and stopped 11 other flights from departing, until it could account for all 106 boxes. FAA's investigation revealed that more than 50 of the batteries had short-circuited and several had burned enough to char the boxes in which they were being shipped.

Black & Decker has 30 days from its receipt of FAA's notice to submit a reply.

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

News:

U.S. Department of Transportation

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

FOR IMMEDIATE RELEASE
Wednesday, March 4, 1998

Carrie Hyun (202) 366-5565
FAA: Kathryn Creedy
(202) 267-3883
Website: Patricia Klinger
(202) 366-4831

Media Advisory

U.S. Secretary of Transportation Rodney E. Slater will be joined Thursday, March 5, by elementary and middle school students from across the country, aviation professionals and Department of Transportation representatives at Reagan Washington National Airport for Aviation Career Day.

In conjunction with the Garrett A. Morgan Technology and Transportation Futures Program, a DOT-sponsored educational program to encourage students to pursue transportation careers, students will meet with airport personnel and observe airport flight operations while touring the airport.

Secretary Slater, joined at Reagan National Airport by 65 students from **Bradbury Heights Elementary School, Francis Junior High School** and **Drew Freeman School**, D.C.-area schools, will also unveil the new Garrett A. Morgan Technology and Transportation Futures website. He will take questions from the D.C.-area students joining him at the airport and will take questions on-line from students from the **Morgan School of Science, Cleveland; Arbor Hill Elementary School, Albany, N.Y.; William Davies Middle School, Mays Landing, N.J.; Isla Vista Elementary School, Santa Barbara, Calif.; and Locke, North Hollywood and Wilson High Schools of Los Angeles.**

WHO: Secretary Rodney E. Slater, Aviation Professionals, School Students from Bradbury Heights Elementary School, Francis Junior High School and Drew Freeman School

WHAT: Garrett A. Morgan Technology and Transportation Futures Program Aviation Career Day

WHEN: 12:00 noon, Thursday, March 5, 1998

WHERE: Reagan Washington National Airport
Hangar 6

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 28-98
Friday, March 6, 1998
Contact: Henry J. Price
Phone: 202-267-8521

UPDATED
MEDIA ADVISORY

FAA Holds 23rd Annual Commercial Aviation Forecast Conference

WASHINGTON — The 23rd Annual Federal Aviation Administration (FAA) Commercial Aviation Forecast Conference will be held at the Omni Shoreham Hotel in Washington, D.C. from 8 a.m. to 5 p.m. on Thursday, March 12, and 8 a.m. to 12 noon on Friday, March 13. The event is in conjunction with the agency's annual release of its *FAA Aviation Forecasts Fiscal Years 1998-2009.*

The theme of this year's conference is "Overcoming Barriers to World Competition and Growth." Transportation Secretary Rodney Slater, will speak at 8:10 a.m. to 8:40 a.m. Following the secretary's address, the first session will run from 8:45 a.m. to 10 a.m. and will include speeches by Sen. Wendell H. Ford, D-Ky., followed by FAA Administrator Jane F. Garvey. The featured luncheon speaker at 1 p.m. to 1:30 p.m. will be Richard Branson, chairman of Virgin Atlantic Airways.

The first day's conference schedule includes three additional panels that will address aviation issues such as infrastructure requirements, international challenges, and customer focus. Day two of the event includes breakout sessions that will address commercial air carrier issues, airport infrastructure for cargo and passenger aircraft, aircraft manufacturing issues, and safety issues. Panelists and the breakout session members are made up of leaders from industry, government, labor, media and academia.

The event is co-sponsored by Airports Council International-North America (ACI-NA) and traditionally attracts 400 to 500 individuals from the aviation and investment communities, government, and others from around the world. Members of the media may attend the entire event. The Omni Shoreham Hotel is located at 2500 Calvert St., N.W. Attached is a detailed schedule of the conference.

# # #

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

23rd ANNUAL FAA COMERCIAL AVIATION FORECAST CONFERENCE
Revised Schedule
Thursday, March 12

8 a.m. to 8:40 a.m. **ADMINISTRATION ADDRESS**
Secretary of Transportation Rodney Slater

SESSION I
8:45 a.m. to 10 a.m. **GOVERNMENT OVERVIEW SESSION**
Louise Maillett, FAA acting assistant administrator for policy, planning and international aviation
Congressional Address -- Sen. Wendell Ford, D-Ky.
FAA Address -- FAA Administrator Jane Garvey
FAA Forecasts – John Rogers, director, Office of Aviation Policy and Plans

SESSION II
9:40 a.m. to 10 a.m. **INFRASTURCTURE REQUIREMENTS: AIRSIDE AND LANDSIDE**
Members of the panel represent airlines and airports.

SESSION I (Cont.)
10:30 a.m. to 11 a.m. **GOVERNMENT OVERVIEW SESSION (Cont.)**
Administration Address -- Secretary of Transportation Rodney Slater

SESSION II (Cont.)
11 a.m. to 12 noon

LUNCHEON ADDRESS
1 p.m. to 1:30 p.m. **SPEAKER:** Richard Branson, chairman, Virgin Atlantic Airways

SESSION III
1:30 a.m. to 3 p.m. **INTERNATIONAL CHALLENGES**
Members of the panel represent airlines and the U.S. and European governments.

SESSION IV
3:30 p.m. to 5 p.m. **CUSTOMER FOCUS**
Members of the panel represent airlines, government, aircraft manufacturers, and the financial community.

Friday March 13

BREAKOUT I – COMMERCIAL AIR CARRIERS
8 a.m. to 10 a.m. **Air Carrier Issues**
Members of the panel represent airlines, government and travel associations.
10 a.m. to 12 noon **Regional/Commuter Issues**
Members of the panel represent regional airlines and media.

BREAKOUT II – AIRPORTS (INFRASTRUCTURE)
Members of the panel represent airports, the cargo industry, airlines and investment firms.
8 a.m. to 10 a.m. **Cargo**

10 a.m. to 12 noon **Passenger**

BREAKOUT III – MANUFACTURERS

8 a.m. to 10 a.m. **The Marketplace for Regional Jets/Turboprops**
Members of the panel represent airlines, government and aviation associations.

10 a.m. 12 noon **The Market for Large Jets**
Members of the panel represent aviation manufacturers.

BREAKOUT IV -- SAFETY ISSUES

Members of the panel represent aviation associations, academia, and government.

8 a.m. to 9 a.m. **The Safety Record**

9 a.m. to 10 a.m. **Public Policy Towards Air Safety**

10:15 to 11:30 a.m. **The Safety Response**

11:30 a.m. to 12 noon **Panel Discussion**

March 12, 1998 FAA FORECAST FACT SHEET [1]

I. 1997: CONTINUED STRONG GROWTH IN ECONOMIC ACTIVITY AND AIR TRAVEL

⇒ The U.S. and international economies experienced a year of strong economic growth. U.S. Gross Domestic Product (GDP) increased 3.6% over 1996. Unemployment dropped, and inflation remained under control. World GDP grew by 3.2%.

⇒ For the year, domestic fares declined 1.1% while international fares increased 0.7%. In real terms (adjusted for inflation), domestic and international fares declined 3.5% and 1.8%, respectively.

⇒ Domestic and international traffic was stimulated by both the world economic expansion and falling real fares. Domestic enplanements increased from 524.5M in 1996 to 542.3M in 1997 (+3.4%). U.S. air carrier international enplanements increased from 50.3M in 1996 to 52.5M in 1997 (+ 4.2%).

⇒ Total aircraft handled at FAA en route centers increased from 40.4M to 41.4M (+2.4%). Commercial aircraft handled at centers increased from 28.6M in 1996 to 29.3M in 1997 (+2.5%).

⇒ The commercial airline industry reported an operating profit of $7.9B, a $1.9B improvement over 1996. Air carrier operating revenues increased to $107.4B in 1996 (+7.2%), while operating expenses increased to $99.5B (+5.6%). A large part of the increase in operating expenses was due to a 7.2% increase in fuel costs. In 1997 nominal fuel prices averaged 67.2 cents/gallon.

II. ECONOMIC ASSUMPTIONS FOR FAA FORECASTS

⇒ The U.S. economy, as measured by real GDP, is forecast to increase from $7.1T in 1997 to $7.3T (+2.8%) in 1998. Over the 12-year forecast period real GDP is forecast to increase at an annual rate of 2.3%.

⇒ World economic growth is expected to increase from $26.1T in 1997 to $26.9T (+ 3.0%) in 1998. Annual increases in worldwide GDP over the long-term are forecast to average 3.4% a year.

- Over the 12-year forecast period, economic growth in the Pacific and Latin America averages 4.6% a year while combined Europe, Africa, and Middle East growth averages 2.8% a year.

[1] All specified years are fiscal years (October 1 through September 30), and all specified quarters are calendar quarters, unless designated otherwise. All international economic data are in calendar years.

⇒ **Inflation and oil prices are projected to remain in the moderate range. The Consumer Price Index is forecast to increase 2.3% a year, while oil and gas prices are projected to increase at an annual rate of only 2.2%.**

III. AVIATION ACTIVITY FORECASTS

Large Commercial Air Carriers

⇒ **Domestic air carrier enplanements are expected to increase to 561.3M (+3.5%) in 1998, and average 3.5% a year for the period 1998-2009, reaching 821.5M in 2009.**

⇒ **Total Passengers (U.S. and foreign flag carriers) to/from the U.S. are forecast to increase to 109.8M (+5.5%) in 1998, and to grow 5.8% a year over the 12-year forecast period, reaching 204.4M in 2009.**

- **Atlantic route passengers increase to 45.3M (+5.0%) in 1998; and grow 4.6% annually over the forecast period, reaching 73.8M in 2009.**
- **Pacific route passengers increase to 26.1M (+5.0%) in 1998; and grow 6.7% annually over the forecast period, reaching 54.1M in 2009.**
- **Latin American passengers increase to 38.5M (+6.5%) in 1998, and grow 6.5% annually over the forecast period, reaching 76.6M in 2009.**

⇒ **U.S. air carrier international enplanements are forecast to increase to 54.5M (+4.0%) in 1998, and to grow 5.8% a year over the 12-year forecast period, reaching 102.8M in 2009.**

- **Atlantic route enplanements increase to 17.2M (+4.2%) in 1998; and grow 4.4% annually over the forecast period, reaching 27.8M in 2009.**
- **Pacific route enplanements increase to 16.2M (+3.0%) in 1998; and grow 6.5% annually over the forecast period, reaching 33.5M in 2009.**
- **Latin American route enplanements increase to 21.1M (+4.5%) in 1998, and grow 6.2% annually over the forecast period, reaching 41.5M in 2009.**

⇒ **Domestic passenger yields, adjusted for inflation, are forecast to remain relatively constant at 13.70 cents in 1998; but fall 1.1% a year over the forecast period, reaching 12.04 cents in 2009.**

- **International yields, adjusted for inflation, decline to 10.86 cents (-1.3%) in 1998; and decline 0.8% annually over the forecast period, reaching 10.01 cents in 2009.**

⇒ **U.S. air carrier jet fleet increases from 4,953 aircraft in 1997 to 7,419 aircraft in 2009, an annual increase of 3.4%.**

Regionals/Commuters

⇒ Commuter enplanements are forecast to increase to 66.7M (+7.8%) in 1998 and to average 5.5% a year over the forecast period, reaching 117.0M in 2009.

⇒ The commuter passenger fleet increases from 2,121 aircraft in 1997 to 2,996 aircraft in 2009, an annual increase of 2.9%.

General Aviation

⇒ The general aviation fleet increases from 189,300 aircraft in 1997 to 213,800 in 2009, increasing 1.0% a year. The turboprop/turbojet fleet, however, is expected to increase 2.2% annually.

⇒ General aviation hours flown are expected to increase from 26.5M in 1997 to 31.3M in 2009, an average annual growth rate of 1.4% a year. The average hours flown by the turboprop/turbojet fleet is forecast to increase from 3.1M hours in 1997 to 4.1M in 2009, an average annual growth rate of 2.4%.

IV. FAA WORKLOAD FORECASTS

Instrument Operations at Combined FAA and Contract Tower Airports

⇒ Instrument operations are forecast to increase to 49.2M (+1.5%) in 1998, and average 1.7% a year over the 12-year forecast period, reaching 59.0M in 2009.

- Commercial instrument operations increase from 26.2M in 1997 to 34.0M in 2009, an average annual growth rate of 2.2%.
- General aviation instrument operations increase from 19.0M in 1997 to 21.8M in 2009, an average annual growth rate of 1.2%.
- Military operations decline 2.0% from 1997 to 1999, and then remain constant at 3.2M for the remainder of the forecast period.

IFR Aircraft Handled

⇒ IRF aircraft handled at FAA air route traffic control centers increase to 42.0M (+1.6%) in 1998, and average 1.9% a year over the forecast period, reaching 51.6M in 2009.

- Commercial IFR aircraft handled increases from 29.3M in 1997 to 36.1M in 2009, an average annual increase of 2.2%.

- **General aviation IFR aircraft handled increases from 8.2M in 1997 to 9.7M in 2009, an average annual growth rate of 1.4%.**

- **Military IFR aircraft handled declines 2.0% from 1997 through 1999, and then remains constant at 3.8M for the remainder of the forecast period.**

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 29-98
Thursday, March 12, 1997
Contact: Henry J. Price
Phone: 202-267-8521

Commercial Aviation Forecast Reports Fourth Straight Year of Growth

WASHINGTON – With the announcement that U.S. air carriers have recorded a fourth straight year of strong traffic growth and record profits as well as the expectation that this trend will continue into the next century, Secretary of Transportation Rodney E. Slater pledged renewed Clinton administration efforts to improve aviation safety, security and system efficiency.

"Last year was a very good year for aviation. One of the best," Secretary Slater said. "And I am pleased to announce that next year will be even better. The Federal Aviation Administration's forecast is for an annual growth rate of 3.5 percent for travel inside the country for the next 12 years. And the growth rate for international routes will be even higher – 5.8 percent. That is good, solid growth."

Today's announcement came with the release of the Federal Aviation Administration (FAA) annual aviation forecast, which predicts that U.S. commercial air carrier passenger enplanements will grow from a total of 595 million in 1997 to 924 million in 2009.

FAA Administrator Jane F. Garvey said, "President Clinton is committed to maintaining a safe, secure and efficient airspace system that meets America's growing air transportation needs. Our safety agenda will go a long way to make improvements that will meet future the needs of a growing and dynamic aviation system."

Garvey's announcement came on the first day of the FAA's two-day 23rd Annual Commercial Aviation Forecast Conference with airlines, airports, labor and other travel-related sectors in Washington, D.C. The annual conference coincides with the release of *FAA Aviation Forecasts – Fiscal Years 1998-2009.*

According to the forecast report, increased domestic and international air traffic was stimulated by:

- Strong growth in both the U.S. and world economy;
- A continued decline in real passenger fares;
- Favorable international alliances and Open Skies Agreements;
- The ability of airlines to more closely adjust supply with demand;
- Increased efficiency and productivity; and
- Restructuring and reduced costs by the airlines.

- more -

In 1997, the average system-wide load factors internationally and domestically reached an all-time high of 70.3 percent, up from only 62.9 percent in 1993. Load factors are the percentage of seating capacity used on an aircraft.

The figures in today's FAA forecast cover a wide range of areas, including large U.S. commercial carriers (greater than 60 seats), U.S. regional/commuter airlines (60 seats or fewer), and general aviation. In addition, the forecast looks at total commercial air traffic (including foreign flag carriers) between the United States and the rest of the world. According to the report, total passenger traffic between the United States and the rest of the world is expected to almost double over the next 12 years, increasing from 104 million in 1997 to 204.5 million in 2009.

FAA forecasts large domestic air carrier enplanements to increase by 3.5 percent annually over the 12-year forecast period, increasing from 542 million in 1997 to more than 821 million in 2009. International enplanements are expected to grow at a relatively faster rate than domestic enplanements. U.S. air carrier Pacific routes are expected to have the greatest increase in enplanements, growing from 15.8 million in 1997 to 33.5 million in 2009 – an average increase of 6.5 percent per year.

In 1995, the Department of Transportation and the FAA embarked on an aggressive "One Level of Safety" regulatory package to make small aircraft of 10 to 30 seats follow the same certification and regulation practices as large planes. Some critics felt the changes called for in the rules could make tickets too costly. However, according to the forecast report, regional enplanements are projected to grow from a total of 61.9 million in 1997 to 117 million in 2009, an average annual increase of 5.5 percent.

Members of the public can contact FAA's Statistics and Forecast Branch at (202) 267-3355 to obtain a copy of *FAA Aviation Forecasts Fiscal Years 1998-2009.* The media can contact FAA's Office of Public Affairs at (202) 267-8521.

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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 30-98
Thursday, March 12, 1998
Contact: Fraser Jones
Phone: 202/267-8521

FAA Administrator Denies Protest of Air Traffic Modernization Contract

WASHINGTON -- Federal Aviation Administrator Jane F. Garvey today denied a protest from Washington Consulting Group regarding a contract for technical and professional services needed to help the agency modernize the nation's airspace and meet air traffic control needs.

The decision adopts the findings and recommendations of a "special master" that the protest be denied. It upholds the FAA's original contract award to Lockheed Martin Services, Inc., announced last November. The FAA completed its review of the case in an expeditious fashion. It plans to make the decision and special master's recommendation publicly available as soon as possible.

The FAA conducted a competitive procurement for the National Airspace System Implementation Support Contract, known as NISC II, and received two offers: one from Lockheed Martin and one from Washington Consulting Group, Inc. After evaluating both offers, the FAA selected Lockheed Martin Services, Inc., based upon the technical superiority of its proposal, lower risk and lower cost. The contract award has a four-year base period value of $350 million, plus three two-year options.

Washington Consulting Group, Inc., filed a protest with the FAA's Office of Dispute Resolution for Acquisition (ODRA) last December. Under an inter-agency agreement, the ODRA asked the General Services Administration Board of Contract Appeals (GSBCA) to appoint a special master to review the protest and make a recommendation to the Administrator. The Chairman of the GSBCA, Judge Stephen M. Daniels, served as special master for this case.

During the spring of 1998, NISC II will start to replace the NISC I contract that expires in June 1998. The FAA awarded the NISC I contract to General Electric Aerospace in 1993. General Electric Aerospace was subsequently acquired by Martin Marietta, which later merged with Lockheed to form Lockheed Martin. NISC-II is the largest support service acquisition to date to benefit from the FAA's new Acquisition Management System that was effective April 1, 1996.

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3/13/98

TALKING POINTS FOR
CONTRACT TOWER COURT DECISION

The Court's Decision

March 2, 1998, the United States District Court for the Northern District of Ohio granted in part, and denied in part, NATCA's motion for summary judgment

The court held that none of the statutes (from 1982 to present) specifically directed FAA to contract out FAA's level 1 towers; therefore OMB Circular A-76 must be applied.

The court found that FAA did not determine whether or not operation of a Level 1 air traffic control tower is an inherently governmental activity or it is necessary for national defense to retain this function within the government

The court vacated FAA's "privatization program for FAA-operated Level 1 towers, and remanded the case to FAA for FAA to undergo the "proper" A-76 analysis.

Contract Tower Program Status

FAA has completed transition from FAA operated to contractor operated Level 1 towers at 110 locations. Approximately 779 FAA controllers have been relocated from those locations at a cost of approximately $24 million (most of these controllers received promotions as a result of the transfer).

22 towers remain to be converted, with 140 controllers to be reassigned. FAA planned to reassign these controllers in April, and complete the conversion by August.

Contractors operate 49 other Level 1 facilities where no FAA controllers worked at the time of the conversion.

The present national contracts for these towers expire on September 30, 1998. FAA is planning a new competition to replace these contracts.

FAA's Planned Next Steps

The Department of Justice and FAA plan to file a motion with the U.S. District Court asking for clarification of her decision. Since the case was remanded to FAA for FAA to perform an A-76 analysis, FAA and DOJ believe that the court's order vacating the privatization program was not intended to void all of the existing contract towers (especially since this would result in severe hardship not only on FAA, but at the airports that these facilities serve).

FAA will suspend further conversion of any Level 1 air traffic towers (the remaining 22) pending a decision on the motion for clarification.

FAA will not award any addition contracts or exercise options on existing contracts for Level 1 towers converted or to be converted from FAA employees to contractor employees, pending a decision on the motion for clarification.

FAA believes that the 49 contract towers that were not conversions, but facilities that were not previously operated by FAA employees, are not affected by the court's decision.

FAA will move promptly to perform the analysis described in the OMB Circular A-76.

3-13-98

Synopsis of Event Involving Air Force One

On Tuesday, March 10, 1998,at 8:34 AM EST, Air Force One was enroute from Andrews Air Force Base, MD to Windsor Locks, CT. The aircraft was descending through 22,000 feet to 19,000 feet in the vicinity of Jamaica, NY (JFK), when the beacon radar data, provided by the Gibbsboro air route surveillance radar, was interrupted. The event occurred just prior to handoff of the flight from the Ronkonkoma, NY (ZNY) Air Route Traffic Control Center (ARTCC) to the Nashua, NH,(ZBW) Boston ARTCC. There were no communications problems reported with the aircraft, and the handoff was completed without incident. There was never a threat to the safety of the President or Air Force One.

Air Force One was in Host computer-aided tracking by ZNY ARTCC which provided display of the flight data block information for Air Force One at all times. On the first radar display update, in which the controller noticed missing information, the beacon symbol, which is associated with the radar track, was not displayed. All flight data information; i.e., aircraft identification, speed and altitude, was displayed normally. On the second radar display update (12 seconds later), the display information was completely normal. On the third radar display update (24 seconds after the first loss of data), the radar target symbol was normal but the reported altitude was missing from the data block. Display of all normal data was returned on the fourth and all subsequent radar display updates.

Analysis of the radar data indicates that the radar interrogation signal of Air Force One merged with an interrogation signal from another aircraft which was approximately the same distance and bearing from the Gibbsboro radar site but approximately 15,000 below Air Force One. The interweaving of these two signals as they were received by the radar processor resulted in a garbled interrogation signal for one radar update on the controller's display. The design of all FAA terminal and long-range radar systems preclude the processing of a garbled signal of this nature if it suspects it is not accurate. The controller receives an indication on the display if even one radar update signal has not been processed.

The host computer was configured with the Gibbsboro radar site as the preferred site. There were two additional radar sites which were providing coverage in the area of Air Force One at the time and both were tracking the aircraft. Had the radar signal been garbled for a second consecutive update, the system is designed to default to one of the secondary radars. Another level of redundancy, configured into displaying aircraft position, is referred to as primary radar. Primary radar coverage relies on an echo reflection of the aircraft rather than an interrogation (beacon) return generated from the aircraft's transponder, and is independent of the coverage provided by the beacon. The primary radar was operating and available to the controller.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
Tuesday, March 24, 1998
Contact: Fraser Jones
Phone: 202-267-8521

FACT SHEET

FAA Actions on Aviation Safety Relating to the KAL 801 Accident

The Federal Aviation Administration (FAA) has taken aggressive steps to ensure the continued safety of flight operations at Guam International Airport since the tragic accident involving KAL 801 on August 6, 1997.

Within hours of the accident, the FAA conducted required recertification on all components of the air traffic system -- including navigational aids and radars to ensure the immediate safety of flight in and out of Guam International Airport.

Positive results of these evaluations, which included flight inspections of those facilities using FAA aircraft, indicate that the level of safety on Guam meets the same stringent FAA requirements applicable to all airports in the United States. The Guam airport system, including air traffic controllers and technicians, as well as the navigational equipment, meet the same stringent safety standards that all U.S. airports must meet for certification.

Primary and secondary radar, navigational aid and communications facilities were working properly at the time of the KAL 801 accident. The instrument landing system (ILS) glide slope was the subject of a Notice to Airmen (NOTAM), published on July 7, as it was out of service for extensive maintenance and renovation as a result of Typhoon Omar. It was returned to service on August 31, after the replacement of the shelter, the upgrade of power systems and grounding, and the replacement of cabling and repairing damage from the typhoon.

The ILS – consisting of a localizer, glide slope, outer and middle markers, and distance measuring equipment (DME) support an instrument approach procedure to Runway 6 Left, Agana Airport (GUM), Guam. The published ILS approach procedure provides guidance to flight crews for conducting the approach when the glide slope is not operating.

A review of the Guam Federal Contract Tower "Daily Record of Facility Operations" indicates that the facility received no reports from pilots with problems with any navigation or ILS components.

-more-

The ILS at Guam International is one of nearly 1,000 systems deployed across the United States for making safe runway approaches in difficult weather. 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.

Based on preliminary information from the accident, as a precautionary measure, the FAA ordered the immediate retesting of the Minimum Safe Altitude Warning System (MSAW). MSAW is software feature (customized to each airport) associated with automated radar terminal system sites around the country.

MSAW is a software function of the computer that provides the alphanumeric data on a controller's radar display. The MSAW software is tailored to the environment around each airport and alerts controllers whenever a tracked aircraft with an altitude reporting device is below, or predicted to be below, a predetermined minimum safe altitude.

Modernization initiatives in Guam include the installation of the Air Route Surveillance Radar (ARSR-4), and the Microprocessor Enroute Automated Radar Tracking System (Micro-EARTS), a radar data processing system in the Center Radar Approach Control (CERAP).

ARSR-4 is a three dimensional, solid state, long range radar. It 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. An airport surveillance radar (ASR-8) provides primary aircraft surveillance and weather intensity data for the airport terminal area.

A Digital Bright Radar Indicator (DBRITE) has been installed in the Guam Federal Contract Tower. The system provides tower controllers a visual display with advisory only information on aircraft position, altitude, speed, beacon code, flight identification and conflicts.

There are multiple safety features in the air traffic control system, but pilots are ultimately responsible for operating their aircraft safely in accordance with published procedures.

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

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
Tuesday, March 24, 1998
Contact: Fraser Jones
Phone: 202-267-8521

FACT SHEET

FAA Contract Tower Program and Guam International Airport

The object of the Federal Contract Tower program (FCT) is to reduce government costs by contracting out the operation of low activity, visual flight rules (VFR) airport traffic control towers, while assuring safe and effective service to users of the National Airspace System.

The FCT program has been in existence since 1982 and supports the Administration's goals of improving the efficiency and productivity of government. Contractor-provided airport traffic control services have proven safe and effective and have the same positive effect on airport growth as an FAA-staffed tower.

In 1994, the FCT program was expanded to include the conversion of FAA Level I VFR towers to contract operations. This expansion is included in Vice President Gore's National Performance Review and supported by Congress. As of Jan. 31, 1998, there were 160 FCT locations.

The contract for providing air traffic control (ATC) service requires the contractor to establish, document, and implement a facility training program for operational controllers. The program is reviewed and updated at least annually by the contractor.

Prior to certification, each new employee receives classroom and on-the-job training which is site specific. Once certified, contract controllers receive proficiency, supplemental and remedial training. FAA examiners certify all contract employees.

Contract controllers provide ATC service to air carrier, air taxi, military and general aviation users. In 1995, the contractors reported their controllers had an average minimum of 7 years and an average maximum of 31 years of ATC experience. The majority of this diverse, seasoned workforce was trained either by the FAA or the military. The FAA evaluates FCT's in the same manner as FAA facilities. Contract controllers follow appropriate Federal Aviation Regulations and FAA directives.

-more-

Guam International Airport

Guam International Airport (GUM) is operated by the A.B Won Pat Guam International Airport Authority (GIAA). The airport property is leased from the U.S. Navy for a period of five years. The Navy has a joint use agreement with the GIAA which makes GIAA responsible for the operation and maintenance of the airport. GIAA has held an operating certificate since April 1, 1995.

The Guam (GUM) FCT began operation on April 1, 1995 as a part of the military base closure effort. It is a 24-hour facility operated by Barton Air Traffic Control International, Inc.

The instrument landing system (localizer, glide slope, and medium intensity approach lighting system with runway alignment lights), and visual approach slope indications (VASIs) on Runway 6L and 24R at GUM are owned and maintained by the FAA.

The airport has two runways, 6L/24R, 10,015' x 150', and 6R/24L, 8,001' x 150'. There are 20 gate positions.

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
Tuesday, March 24, 1998
Contact: Fraser Jones
Phone: 202-267-8521

FACT SHEET
Notice To Airmen (NOTAM) Process

A Notice To Airmen (NOTAM) is issued to pilots when any unanticipated or temporary change occurs to components of the National Airspace System. NOTAMs are disseminated when time does not permit issuance of charts or other aeronautical publications. Airline pilots receive NOTAM information from dispatchers, along with other paperwork associated with the flight.

FAA Flight Service Stations receive and manage most NOTAM information for processing and dissemination and cancellation. Air traffic employees can immediately report hazardous situations or conditions to Flight Service Stations for appropriate action.

The Airway Facilities Service is responsible for initiating NOTAM information for any condition affecting operation of navigational aids, frequencies, or other electronic aids affecting flight safety. This includes forwarding data regarding frequency changes, commissioning and decommissioning, shut down and restoration of equipment, and coordination of such data with the appropriate air traffic facility prior to shutdown.

There are three kinds of NOTAMs:

1. NOTAM "D"....consists of information that meets the criteria of the NOTAM manual, 7930.2F and requires wide dissemination via telecommunication and pertains to enroute navigational aids, civil public-use airports listed in the Airport/Facility Directory, facilities, services, and procedures. Only NOTAM "D" information is available nationwide.
2. FLIGHT DATA CENTER NOTAM....These NOTAMs consist of information that is regulatory in nature pertaining to flight including, but not limited to, changes to IFR charts, procedures, and airspace usage.
3. NOTAM "L"....NOTAMs consist of information that meets certain criteria in the NOTAM manual that only requires local dissemination. This data is not sent over the circuits for wide dissemination such as a NOTAM "D". Local NOTAMs are only disseminated to the area affected by the aid, service, or hazard being advertised. Local NOTAMs are not available to pilots checking the NOTAM database.

The NOTAM received by KAL Flight 801 concerning the instrument landing system for Guam International Airport Runway 6 Left, was a NOTAM "D", which is for all navigational aids.

# # #

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
Tuesday, March 24, 1998
Contact: Kathryn Creedy
Phone: 202-267-8521

FACT SHEET

International Aviation Safety Assessment Program

Date Begun: 1992

Reason: IASA was prompted by a series of accidents in the early 1990s in addition to the generally heightened concern about the safety of international air transportation.

- Foreign operations now account for a large portion of the international passenger flights to the United States.
- There are 600 foreign air carriers operating to the United States.
- There are 104 countries with carriers operating to the United States.
- Two-thirds of FAA's initial 34 assessments revealed countries did not meet ICAO standards.

Number of Countries with Assessments: 88 completed; 16 pending

Number of Countries in Program: 104

Number of Countries in Category I: 61

Number of Countries in Category II: 12

Number of Countries in Category III: 14

Number of Countries which have moved from Category II/III to Category I: 15

The Assessment: The program focuses on a country's Civil Aviation Authority and its ability to adhere to international Standards and Recommended Practices (SARPs) established by the Chicago Convention and overseen by the International Civil Aviation Organization (ICAO). Each ICAO member country agrees to uphold the international standards established by ICAO. The IASA program ***does not*** assess individual carriers or whether they comply with the aviation regulations of their country. It ***does not*** assess a country's ability to meet FAA standards. The assessment includes the following areas:

-more-

- **Aviation Law**
- **Aviation Regulations**
- **Regulatory Organization Infrastructure**
- **Adequate, Technically Qualified Personnel**
- **Inspector Guidance Materials**
- **Documents and Records of Certification**
- **Records of Continuing Inspections and Surveillance**

Jurisdiction: Under the Chicago Convention, the United States, through the Federal Aviation Administration (FAA), has jurisdiction to assess only the oversight of those carriers conducting scheduled service into the United States. It ***does not*** have jurisdiction to assess a country's internal aviation infrastructure such as airports and air traffic control. It ***does not*** have jurisdiction over domestic aviation services or issues of any other country.

Country Ranking: Once an assessment is complete, the FAA classifies each country according to findings as either having met ICAO standards or not. There are three categories:

- **Category I:** Does comply with ICAO's licensing and air carrier oversight standards.

- **Category II, Conditional:** Does not comply with ICAO standards and FAA is working with the country to implement corrective measures. If there is service to the United States from that country, the foreign carrier's operations are frozen at current levels and subject to heightened FAA operations inspections and surveillance.

- **Category III, Does Not Comply**: A country lacks the appropriate civil aviation infrastructure (described above under The Assessment). Operations to the United States by a carrier from these countries is prohibited pending corrective action. A carrier from these countries may operate to the United States only if they have arranged to have their flights conducted under the auspices of a carrier from a Category I country.

Public Notification of Results: By press release and via the Internet at **WWW.FAA.GOV,** via the U.S. State Department's travel advisory service and the FAA toll-free hot line.

1/7/98

# # #

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

ICAO SAFETY OVERSIGHT PROGRAM

The U.S. Position

The United States is extremely concerned that unless worldwide aviation accident rates are reduced, the growth in air travel will result in a dramatic increase in the number of fatalities. For that reason, the United States is a strong proponent of strengthening the United Nation's International Civil Aviation Organization's (ICAO) Safety Oversight Program (SOP) and sees this as a vital step in reducing the accident rate.

The United States views ICAO as the *only* appropriate international organization with the broad-based authority to implement and maintain a global safety oversight program. Such a program identifies countries not meeting ICAO safety standards and provides services to aid countries in improving or developing fundamental safety programs.

Background

ICAO's SOP, begun in 1996, expands an effort first begun in 1992 by the Federal Aviation Administration. The FAA program discovered that many countries did not meet the Standards and Recommended Practices (SARPs) established by ICAO through the Chicago Convention. Each ICAO member country agrees to meet the organization's safety standards.

A series of accidents and heightened concerns about international aviation safety in the early 1990s, prompted FAA to establish its International Aviation Safety Assessment Program (IASA), which assesses the civil aviation authorities of our international aviation trading partners and whether they comply with ICAO Safety Oversight Standards.

- In the initial round of assessments of 34 countries, FAA found two-thirds did not meet ICAO's standards.
- The scope of the program now includes 104 countries with economic operating authority to the United States. It has completed assessments of 79 countries, 52 of which now meet ICAO standards.
- FAA efforts have been instrumental in helping 14 countries improve their civil aviation authority infrastructure to meet ICAO standards.

As a result of FAA findings, similar efforts to assess the safety oversight capability of civil aviation authorities have begun in other parts of the world. ICAO, itself, conducted a safety surveillance project surveying six countries in 1993 which revealed deficiencies similar to what FAA found under its IASA program. The deficiencies identified by the FAA indicated some countries lacked the fundamental foundation for providing a safe aviation system. These deficiencies included:

- Inadequate and, in some cases, non-existent regulatory legislation;
- Lack of advisory documentation;
- Shortage of experienced airworthiness staff;
- Lack of control on major airworthiness related items such as
    - Issuance and enforcement of Airworthiness Directives

    - Minimum Equipment Lists of equipment required aboard aircraft for safe flight.
    - Investigation of Service Difficulty Reports
- Lack of adequate technical data;
- Absence of Air Operator Certification (AOC) systems;
- Non-conformance to the requirements of the AOC System;
- Lack or shortage of adequately trained flight operations inspectors including a lack of type ratings;
- Lack of updated company flight operations manuals;
- Inadequate proficiency check procedures;
- Inadequately training cabin attendants.

Issues

The United States has identified five main issues surrounding efforts to strengthen ICAO's SOP. These include timing of reports, confidentiality, ICAO-initiated audits, expansion of the SOP, and funding. The FAA has already provided substantial support in both man hours and funding in the development of the SOP and views these five areas to be vital to improving safety standards worldwide.

Timeliness of Reports

Since the information gained from the ICAO SOP assessments is ultimately related to the safety of flight, the United States advocates setting firm timetables on the issuance of reports resulting from the ICAO SOP assessments. It is imperative that ICAO complete and submit them on a timely basis so assessed countries can begin corrective measures as early as possible and ICAO Member States can make a judgment as to the safety oversight capabilities of a given country.

- A Final Report should be completed and submitted to the assessed State within 90 days of the assessment. This report should:
    - Cover the differences between a State's national regulations and the ICAO SARPs and,
    - Include deficiencies in actual implementation of the national regulations.
- The assessed state must submit to ICAO an Action Plan for correcting deficiencies within 120 days of the assessment.
- ICAO should be required to conduct a re-assessment after the corrective actions have been completed; on a periodic basis; and/or when information, such as a rise in accident/incident rates suggests a re-assessment is needed.

Disclosure

Sharing critical safety information is vital to any effort to improve aviation safety. Consequently, the United States favors full disclosure of the Final Report. If the proposal for full disclosure is not acceptable, then the Summary Report should be expanded to include sufficient details to allow Member States to make an informed judgment as to

whether various countries meet ICAO standards. These states could consider limiting or refusing authority to operate to their country.

Audits

The United States agrees with ICAO's proposal to carry out regular safety assessments based on a perceived need. A state's refusal to accept such an audit would signal the international civil aviation community that this state may not comply with ICAO safety standards. The audit includes the examination of the following:

- **Aviation Law**
- **Aviation Regulations**
- **Civil Aviation Authority Organization Infrastructure**
- **Adequate, Technically Qualified Personnel**
- **Inspection Guidance Materials for Inspectors**
- **Documents and Records of Certification**
- **Records of Continuing Inspections and Surveillance.**

Expansion

Ultimately, the United States would like to see the ICAO SOP expanded to include assessments of aviation safety issues beyond those within the civil aviation authority infrastructure. This expansion would include air traffic services and airport operations. This is especially important in view of the trend toward the privatization of air traffic and airport operations around the world. However, funding and the development of appropriate guidance materials on how to assess these aspects of air transportation are issues. Consequently, expanding the ICAO SOP should not be done until adequate financing and guidance materials are in place to support such programs and until the SOP is functioning smoothly and can serve as a model.

Funding

The United States supports making the actual assessment phase of the SOP part of the regular budget responsibility of ICAO after 1999 as proposed by ICAO. The United States agrees with ICAO that the implementation of corrective actions for deficiencies identified under the SOP should be funded by the assessed states themselves and/or by voluntary contributions from the international civil aviation community. These contributions could be complemented by funding from international financial institutions. ICAO should prioritize programs so assessments are covered under the ICAO budget which could then be supplemented by voluntary contributions.

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2/13/98
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FAA Flight Standards Service
International Aviation Safety
Assessment Program (IASA)

NUMBER	COUNTRY	CATEGORY	NUMBER	COUNTRY	CATEGORY
1	Argentina	1	45	Kiribati	3
2	Aruba	1	46	Kuwait	2
3	Australia	1	47	Marshall Islands	1A
4	Austria	1	48	Malta	3
5	Bahamas	1	49	Malaysia	1
6	Bangladesh	1	50	Mexico	1
7	Belize	3	51	Morocco	1
8	Bermuda	1	52	Nauru	2
9	Bolivia	2	53	Netherlands	1
10	Brazil	1	54	Netherlands Antilles: Curacau, St. Martin, Bonaire, Saba, St.Eustatius) -	1
11	Brunei Darussalam	1	55	New Zealand	1
12	Bulgaria	1	56	Nicaragua	3
13	Canada	1	57	Norway	1
14	Cayman Islands	1	58	Oman	1
15	Chile	1	59	Organization of Eastern Caribbean States (OECS) covers: Anguilla, Antigua & Barbuda, Dominica, Grenada, Montserrat, St. Lucia, St. Vincent and The Grenadines, St. Kitts and Nevis	2
16	Colombia	2	60	Pakistan	2
17	Costa Rica	1	61	Panama	1
18	Cote D' Ivoire	2	62	Paraguay	3
19	Czech Republic	1	63	Peru	1
20	Denmark	1	64	Philipines	1
21	Dominican Republic	3	65	Poland	1
22	Ecuador	2	66	Romania	1
23	Egypt	1	67	Saudi Arabia	1
24	El Salvador	1	68	Singapore	1
25	Finland	1	69	South Africa	1
26	France	1	70	South Korea, Republic of	1
27	Fiji	1	71	Suriname	3
28	Federal Republic of Yugoslavia (Serbia and Montenegro)	1	72	Swaziland	3
29	Gambia	3	73	Sweden	1
30	Germany	1	74	Switzerland	1
31	Ghana	1	75	Taiwan	1
32	Guatemala	2	76	Thailand	1
33	Guyana	1A	77	Trinidad & Tobago	1
34	Haiti	3	78	Turkey	1
35	Honduras	3	79	Turks & Caicos	2
36	Hong Kong	1	80	Ukraine	1
37	Hungary	1	81	United Kingdom	1
38	Iceland	1	82	Uruguay	3
39	Ireland	1	83	Uzbekistan	1
40	India	1	84	Venezuela	2
41	Indonesia	1	85	Western Samoa	1
42	Israel	1	86	Zaire	3
43	Jamaica	1	87	Zimbabwe	3
44	Jordan	1			

Category 1	Meets ICAO Standards
Category 2	Does Not Meet ICAO Standards (Conditional)
Category 3	Does Not Meet ICAO Standards

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 31-98
Tuesday, March 24, 1998
Contact: Henry J. Price
Phone: 202-267-8521

Private Aircraft Manufacturers Enjoy Third Straight Year of Growth

WASHINGTON – The Federal Aviation Administration (FAA) announced today that active general aviation aircraft, the number of hours flown by private pilots, and the ranks of student pilots have sustained a third straight year of increases. This expansion has resulted in the highest level of aircraft shipments since 1985.

The FAA Associate Administrator for Regulation and Certification Guy S. Gardner made the announcement at the eighth annual FAA General Aviation Forecast Conference in Houston, held March 24-25.

"The general aviation community, including pilots, private aircraft manufacturers, and aircraft mechanics, is a very important segment of the nation's economy, and the FAA is determined that they maintain their healthy level of safety. The robust state of general aviation in the United States, fueled by the economic growth we have enjoyed during the Clinton administration, is encouraging," said Gardner.

The theme of FAA's annual forecast conference is "Opportunities and Challenges for the 21st Century," and featured the release of the agency's yearly report *FAA Forecasts Fiscal Years 1998-2009"* to the general aviation community. The event was attended by aircraft manufacturers, private aircraft operators, maintenance facility personnel, and hundreds of others concerned with general aviation issues.

Analysts attribute general aviation's strong showing over the last several years to the passage of the General Aviation Revitalization Act in 1994, which reduced the liability on the manufacturer of older planes and created other financial incentives to spur production of aircraft. In addition, the healthy U.S. economy has created potential buyers of new and used aircraft, and manufacturers have seen demand rise while the overall general aviation fleet is being upgraded.

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This year's forecast shows that general aviation's manufacturers shipped a total of 1,077 aircraft in 1995, 1,130 in 1996, and 1,569 in 1997. Piston-powered aircraft, in particular, showed a dramatic renewed interest. Piston aircraft shipments totaled 985 in 1997, up 64 percent from 1996. During this period, the industry shipped a total of 384 turbojet aircraft, an increase of 44 percent from 1996.

Hours flown on private aircraft increased from 26.1 million in 1996 to 26.5 million in 1997. According to the forecast report, the number of active general aviation aircraft was 189,300 in 1997, up from 187,300 in 1996. Although the numbers of active pilots declined for a seventh consecutive year in 1997, the number of student and airline pilots showed increases in 1997. The number of active student pilots increased from 94,947 in 1996 to 96,101 in 1997, an increase of 1.2 percent.

Based on its forecasts, the FAA projects the general aviation aircraft fleet to grow to 212,960 aircraft in 2009, an increase of 1 percent annually over the 12-year forecast period. General aviation hours flown are projected to increase at an average annual rate of 1.4 percent during the 12-year forecast period, to 31.3 million hours in 2009. The number of active pilots are forecast to total 791,200 in 2009, an increase of almost 175,000 over the 12-year forecast period, which reflects a 2.1 percent annual increase.

Members of the public can contact FAA's Statistics and Forecast Branch at (202) 267-3355 to obtain a copy of *FAA Aviation Forecasts Fiscal Years 1998-2009.* The media can contact FAA's Office of Public Affairs at (202) 267-8521.

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

NEWS:

U.S. Department of Transportation Federal Aviation Administration

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FOR IMMEDIATE RELEASE
March 27, 1998

CONTACT: Kathleen Bergen

FAA STATEMENT ON DRUG USE AT MIAMI TOWER

The Federal Aviation Administration (FAA) has begun the process to terminate an air traffic controller at Miami Air Traffic Control Tower who has admitted to on duty drug use. The controller was found unconscious in a facility lavatory on Feb. 3, 1998 with drug paraphernalia nearby. FAA's drug policy mandates terminating employees who use, possess, or purchase drugs while on duty, or who are under the influence of drugs while on duty. Employee privacy rights prevent FAA from identifying the controller.

The FAA also is investigating alleged improprieties in the agency's employee drug testing program as it is administered at the Miami Tower. Pending conclusion of the investigation, two facility managers have been temporarily reassigned to other FAA offices in the Miami area.

FAA will not tolerate non-compliance with its drug abuse policies and procedures. FAA is committed to maintaining the world's safest airspace system. We will allow nothing to compromise the safety of the traveling public.

To maintain the integrity of the investigation and to assure the privacy rights of all employees involved, no further information will be released regarding this issue.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 32-98
Friday, March 27, 1998
Contact: Eliot B. Brenner
Phone: 202-267-8521
European Civil Aviation Conference:
Raymond Benjamin
Phone: (33-1) 4641 8543

FAA and ECAC Meet on Major Issues – Joint Statement

PARIS — A meeting between top-level officials from the Federal Aviation Administration (FAA) and the European Civil Aviation Conference (ECAC) took place in Paris yesterday. Leading the delegation were FAA Administrator Jane Garvey and the president of ECAC, André Auer, director of the Swiss Federal Office of Civil Aviation.

Stressing the overriding importance of aviation safety, both sides considered ways of working together at the global level to build on the success of the world-wide conference held by the International Civil Aviation Organization (ICAO) last November.

The implementation world-wide of satellite based air navigation systems was another major subject where views were exchanged in advance of the ICAO Rio Conference to be held in May. Agreement was reached to work together to address two specific areas: the radio frequency spectrum for civil aviation purposes and computer data issues posed by the year 2000.

In the environmental area, both delegations agreed that they should work together to accommodate the anticipated traffic growth, while minimizing the nuisances caused by aircraft noise and emissions. An agreement to work towards global solutions within the framework of ICAO was reached.

The meeting also provided an opportunity to review the latest developments on the institutional front, covering on the European side the steps being taken to give practical effect to the revised EUROCONTROL Convention and plans for a European Aviation Safety Authority.

- more -

Other subjects dealt with included aviation security, with both sides reaffirming its fundamental importance; Joint Aviation Authorities' (JAAs') Flight Crew Licensing proposals, which are a cause of concern to the United States, and the matter of U.S. overflight charges that have been overturned by an appeals ruling.

Commenting on the outcome, Garvey said that the meeting had been extremely useful. "It is very helpful and productive for us to meet in a forum where we can hear the collective views of ECAC's 36 member states. We look forward to continuing our dialogue with ECAC at the ICAO General Assembly in September and to developing consensus on important aviation safety and security issues." Auer said that the meeting had provided an excellent opportunity to exchange views in advance of two major ICAO events – the Rio Conference in May and the Montreal Assembly to be held in the fall. "Europe and the U.S. did not see eye-to-eye on every point of detail, but the degree of understanding on all major issues far outweighed any differences," added Auer.

The ECAC is composed of the following 36 member states: Armenia, Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Moldova, Monaco, Netherlands, Norway, Poland, Portugal, Romania, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, the former Yugoslav Republic of Macedonia, Turkey, and United Kingdom.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 32-98
Friday, March 27, 1998
Contact: Eliot B. Brenner
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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 33-98
Monday, March 30, 1998
Contact: Eliot B. Brenner
Phone: 202-267-8521

Statement of FAA Administrator Jane F. Garvey on American Airlines seat belt use announcement

"Keeping your seat belt fastened all the time is the best way to protect against injury in case of turbulence. I congratulate American for taking this positive safety step and encourage other airlines to consider doing the same."

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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 34-98
Tuesday, March 31, 1998
Contact: Eliot B. Brenner
Phone: 202-267-8521

Jane F. Garvey Honored by the Royal Aeronautical Society

LONDON – Federal Aviation Administrator Jane F. Garvey was named a Companion of the Royal Aeronautical Society Tuesday, becoming only the 20th person in the Society's 132 years to be given the organization's second-highest level of membership.

"I'm accepting this honor on behalf of the men and women of the FAA who are committed to raising the safety, security and efficiency of aviation, not just in the United States but throughout the world," said Garvey, FAA Administrator since August 1997. "The Society's recognition is a clear sign of the esteem the FAA is held in by the world aviation community."

The honor was bestowed by W.D. Lowe, president-elect of the RaeS, at a gathering of representatives from the international aerospace community.

The Society, founded in 1866 and given a royal charter in 1948, is the oldest and one of the most widely recognized aeronautical societies in the world. It has eight grades of membership reflecting different degrees of involvement and achievement. The most senior grade, Companion, is for those who have "rendered valuable service to the profession of aeronautics."

Garvey was in London completing a round of consultations with aviation authorities in Europe.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 35-98
Tuesday, March 31, 1998
Contact: Alison Duquette
Phone: 202-267-8521

Statement on GAO Report

WASHINGTON -- As the General Accounting Office (GAO) report says, 89 percent of the FAA inspectors asked said that compliance is the most important factor for ensuring safety. And, 91 percent of the inspectors said they will take enforcement action for first-time violations that represent an immediate threat to safety. Potential safety problems of a less immediate nature are often resolved on-the-spot by working cooperatively with industry.

The ultimate test of the effectiveness of the FAA's safety and security oversight system is not a measure of how many citations are written or how many fines are levied, but the safety of the entire aviation system. The United States has the safest system in the world. During the period the GAO evaluated FAA enforcement and inspection programs, 3.6 billion passengers boarded nearly 55 million scheduled flights and arrived safely at their destinations.

To maintain safety, the FAA does not and will not hesitate to issue fines when necessary or ground carriers who flout the regulations. In the first three months of this year the FAA has levied $1.8 million in fines. But the FAA is more concerned with ensuring that carriers comply with the rules, and the GAO itself reported that 96 percent of FAA safety inspectors believe their work keeps carriers complying with the rules, and 93 percent of security inspectors considered their security-related efforts successful. The GAO made several suggestions, some of which the FAA has been addressing for some time, and others that the FAA is now examining.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 36-98
Tuesday, March 31, 1998
Contact: Marcia Adams
Phone: 202-267-8521

Statement on JFK Light Rail System

WASHINGTON – On March 27, the Federal Aviation Administration (FAA) received a petition for review from the Air Transport Association (ATA) challenging the approval of the John F. Kennedy (JFK) Light Rail System (light rail system).

The LRS project was approved because the agency determined that it would serve to preserve or enhance the capacity of JFK and the national air transportation system. The FAA also determined that the project, which has the support of local, regional and state officials, is adequately justified.

The FAA stands behind its Feb. 9 decision to approve the LRS and is confident the decision is consistent with Federal statutory and regulatory requirements and will withstand judicial scrutiny.

Because this is a pending legal matter, the agency will not comment further on the suit.

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800 INDEPENDENCE AVE., WASHINGTON D.C., 20591

FOR IMMEDIATE RELEASE
APA 35-98
March 31, 1998
Contact: Alison Duquette
Phone: 202-267-8521

Statement on GAO Report

WASHINGTON -- As the General Accounting Office (GAO) report says, 89 percent of the FAA inspectors asked said that compliance is the most important factor for ensuring safety. And, 91 percent of the inspectors said they will take enforcement action for first-time violations that represent an immediate threat to safety. Potential safety problems of a less immediate nature are often resolved on-the-spot by working cooperatively with industry.

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