FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 105-98
Tuesday, Sept. 1, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

MEDIA ADVISORY

WASHINGTON—Federal Aviation Administration (FAA) Associate Administrator for Civil Aviation Security Cathal L. Flynn will present the Fourth Annual National Screener of the Year award to Roseline Phillip on Thursday, Sept. 3, 1998. Phillip is a checkpoint security supervisor for International Total Services Inc., a security contractor for Continental Airlines at San Francisco International Airport. Also on hand to present the joint FAA/industry award will be representatives from the Air Transport Association, the Regional Airline Association, the National Air Carrier Association and the Air Line Pilots Association.

WHO:	Associate Administrator for Civil Aviation Security Cathal L. Flynn
WHAT:	National Screener of Year Award Ceremony
WHEN:	Thursday, Sept. 3, 11 a.m.
WHERE:	FAA Headquarters 800 Independence Ave. SW McCracken Room, 10th Floor Washington, DC 20591

Members of the media interested in attending the event should call Rebecca Trexler at the number above.

Note: Checkpoint screeners ensure the safety of the public by screening carry-on bags and passengers to detect dangerous weapons and other suspect items. They can and do deny entry to passengers with suspicious items. For details, check the Aug. 26 news release, "Security Screener Honored for Guarding Public Safety," on the FAA web site.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 107-98
Tuesday, Sept. 8, 1998
Contact: Henry J. Price
Phone: 202-267-8521

One Hundredth FAA Licensed Commercial Space Launch

WASHINGTON -- The 100th U.S.-licensed commercial space launch occurred Tuesday, Sept. 8 from Vandenberg Air Force Base, marking a milestone for what has become one of the fastest growing U.S. industries. The first 50 launches occurred over six years, from March of 1989 to August of 1995, while the next 50 took just three years and the pace continues to accelerate.

The landmark launch was a Delta II launch vehicle which carried five satellites for the Iridium global wireless telephone system into low earth orbit.

Federal Aviation Administration (FAA) Administrator Jane F. Garvey congratulated the agency's Commercial Space Transportation Office and the industry, saying the launch "demonstrates the progress made by the industry in returning the United States to world leadership in the commercial space launch market. We are proud of the industry's accomplishments, but we are equally proud of the excellent safety record achieved under the oversight of the Department of Transportation (DOT) and the FAA."

FAA Associate Administrator for Commercial Space Transportation Patricia G. Smith said, "I am pleased at the progress our industry is making, both on the market share front and in the innovation we see in the development of new launch vehicles, the pioneering work in reusable launch vehicles and the establishment of new commercial launch sites around the country. I am very optimistic about the future of the domestic commercial launch industry."

After destruction of the space shuttle Challenger in 1986, the United States was virtually without commercial space launch capability, having depended on the shuttles to provide launch services for both government and commercial payloads. From the time of that accident until relatively recently, the European Space Agency's (ESA) Ariane dominated the commercial launch market as the U.S. industry had to restart its expendable launch vehicle (ELV) production lines.

So far this year, the United States has conducted 16 licensed commercial launches. The ESA and Russia have each conducted four commercial launches. China has each carried out three launches. Revenue from U.S. commercial launches this year is $757.5 million and could approach $1.4 billion by year's end.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 106-98
Wednesday, Sept. 9, 1998
Contact: Marcia Adams
Phone: 202-267-8521

Aircraft Noise Levels Continue to Decline, Secretary Slater Announces

WASHINGTON – With the continued removal of noisier aircraft and the introduction of quieter airplanes to the U.S. fleet, approximately 80 percent of airplanes operating in the United States today are the quieter Stage 3 aircraft, Secretary of Transportation Rodney E. Slater reported today.

"President Clinton is committed to protecting the environment, and I am pleased by this progress," said Secretary Slater.

This is the sixth consecutive year that the aircraft fleet has been ahead of the requirement to transition to quieter aircraft. The Airport Noise and Capacity Act of 1990 requires that all airplanes meet quieter Stage 3 noise levels by the year 2000.

Secretary Slater's report to Congress shows that operators surpassed the Dec. 31 interim compliance requirement. Operators either had to reduce noisier Stage 2 airplanes by 50 percent or have 65 percent of the quieter Stage 3 airplanes in their fleets. Just this past year, 225 noisier Stage 2 aircraft have been removed from service while 554 quieter Stage 3 aircraft have entered service in the United States.

FAA Administrator Jane F. Garvey said, "I applaud the continued commitment of airplane operators and manufacturers. The operators continue to meet or exceed interim compliance dates and manufacturers continue to develop quieter aircraft and engines."

Stage 2 airplanes include Boeing models 727-200, 737-200 and McDonnell Douglas model DC-9. Stage 3 airplanes include Boeing models 737-300, 757, 777 and McDonnell Douglas models MD-80 and 90.

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

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 104-98
Thursday, Sept. 10, 1998

FAA Contact: Marcia Adams/Tammy Jones
(202) 267-8521

MEDIA ADVISORY

DOT and Welfare to Work Partnership Co-Sponsor First Transportation Summit

WASHINGTON – U. S. Secretary of Transportation Rodney E. Slater and Welfare to Work Partnership Chairperson and United Airlines CEO, Gerald Greenwald will co-sponsor the first transportation summit to discuss transportation issues that former welfare recipients face as they enter or reenter the workforce.

Summit participants will include representatives from government and the private sector who will engage in panel discussions to address the following transportation issues:

- ✓ Urban/suburban transportation;
- ✓ Car ownership;
- ✓ Public transportation;
- ✓ Public/non-profit/private partnerships; and
- ✓ Creative Solutions.

WHO: Rodney E. Slater, U.S. Secretary of Transportation, and Gerald Greenwald, Welfare to Work Partnership Chairman and CEO, United Airlines

WHAT: DOT and Welfare to Work Transportation Summit

WHEN: Mon., Sept. 14, 1998

WHERE: Decatur House
1610 H St., N.W., Washington, D.C.
One block south of Farragut West Metro stop (orange or blue line)

TIME: Opening session - 1:00
(brief media availability following opening session)

Please call if you plan to attend summit

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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 108-98
Friday, Sept. 11, 1998
Contact: Marcia Adams
Phone: 202-267-8521

FAA Announces Additional Innovative Financing Projects

WASHINGTON – The Federal Aviation Administration (FAA) today issued a list of five Innovative Financing Demonstration Program projects selected during fiscal year 1998 under the Airport Improvement Program (AIP).

The program, authorized by Congress in 1996, gave FAA the authority to finance 10 projects in fiscal years 1997 and 1998. The intent of the program is to use innovative techniques to enhance the effectiveness of federal airport funding using small amounts of AIP funds. The program will help leverage greater investment by the airport and the private sector, reduce the costs of financing airport infrastructure, and bring worthy projects to completion more quickly.

"We are very pleased with the success of the program to date in demonstrating the benefits of flexible non-federal matching requirements," said Susan Kurland, associate administrator for airports. "The fiscal year 1998 project selections now will provide us the opportunity to evaluate the other innovative finance techniques authorized under the demonstration program."

The five projects for fiscal year 1998 include:

- ✓ **$1.5 million** for terminal and apron construction to the Craven County Regional Airport authority, New Bern, N.C.;
- ✓ **$2.5 million** for runway rehabilitation to the Springfield Capitol City Airport Authority, Springfield, Ill.;
- ✓ **$2.5 million** for construction of a cargo apron to Fort Wayne International Airport, Fort Wayne, Ind.;
- ✓ **$0.6 million** for extension of a runway at Connersville Airport, Connersville, Ind.; and
- ✓ **$1.7 million** for terminal rehabilitation at Palm Springs Regional Airport, Palm Springs, Calif.

-more-

The projects must use one of the following innovative financing mechanisms:

- ✓ ***Payment of interest*** – allows airports to borrow to expedite airport development and use AIP funds to pay interest;
- ✓ ***Commercial bond insurance and other credit enhancements associated with airport bonds*** – reduces interest rates on bonds for airport development and reduces financing costs; and
- ✓ ***Flexible non-federal share matching requirements*** – allows airport sponsors to contribute a larger share of costs for projects than would otherwise be allowed.

This year's project selections represent a focus on the other innovative financing mechanisms that relate more directly to existing financing tools, such as private investment, that airports traditionally use. The projects listed above mainly involve credit enhancements and payment of interest in airport borrowing, as well as flexible non-federal shares.

The fiscal year 1997 projects involved only the flexible non-federal matching share option. The 1997 projects were for Louisville, Ky., Chicago/Romeoville, Ill., and the states of North Carolina, Indiana and Texas.

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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 109-98
Monday, Sept. 14, 1998
Contact: Paul Takemoto
Phone: 202-267-8521

FAA Proposes $200,000 Fine Against AirNet for Violating Drug Test Regulations

WASHINGTON – The Federal Aviation Administration (FAA) has proposed fining AirNet Systems, Inc., of Columbus, Ohio, $200,000 for failing to comply with the FAA's drug testing regulations.

An FAA investigation of AirNet's anti-drug and alcohol misuse prevention programs at Columbus on March 27, 1997 revealed that 60 AirNet employees performed pilot or aircraft maintenance duties when verified negative pre-employment drug test results had not been received by the company for any of these employees.

In response to the investigation, AirNet acknowledged that pre-employment drug test results were not provided to the company until the FAA had completed the investigation.

Failure to properly conduct pre-employment drug testing has serious safety implications. Federal regulations prohibit airlines from allowing any employee to perform safety-sensitive duties unless a negative drug test has been received.

AirNet has 30 days from receipt of the FAA notice to submit a reply to the agency. This announcement is made in accordance with the FAA's practice of releasing information to the public on newly issued enforcement actions involving penalties of $50,000 or more.

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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 110-98
Thursday, September 17, 1998
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA DOUBLES CABIN SAFETY INSPECTION STAFF

WASHINGTON— The Federal Aviation Administration (FAA) has doubled the number of cabin safety inspectors, assigning one for the first time to each of the major carriers in the United States. This action is part of the agency's Safer Skies safety agenda and specifically targets important cabin safety issues.

Two years ago, cabin safety inspectors numbered approximately 15. Today, the FAA is in the process of continued hiring to more than double the number of inspectors. This allows increased focus on the FAA's cabin safety initiatives including passenger interference with crews, carry-on baggage issues, ensuring seat belt discipline to prevent turbulence-related injuries, and the use of child restraint systems.

Keeping with the changes of the recently announced Air Transportation Oversight System, these cabin safety inspectors have been fully trained on carrier procedures to better enforce compliance with not only the federal aviation regulations, but also the safety procedures and systems of each individual carrier.

The inspectors will heighten focus on flight attendant training and procedures, including emergency evacuations, inflight fires, passenger injuries and illness, exit row seating programs, ground emergency procedures, and crew coordination. They also will be an integral part of the team transitioning new aircraft into service with air carriers. They will continue to ensure that the procedures established for these aircraft are consistent with good safety practices, and comply with federal aviation regulations and the aircraft manuals.

Requirements for these inspectors include three years of flight attendant experience plus one year of experience as an emergency procedures instructor.

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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 111-98
Thursday, Sept. 24, 1998
Contact: Tammy L. Jones
Phone: 202-267-8521

FAA Awards Contract for Airport Surveillance Radar Weather System Processors

WASHINGTON – The FAA has awarded a $14.2 million dollar contract to Northrop Grumman Corporation, Baltimore, to develop equipment that will provide warnings to air traffic controllers and pilots of hazardous wind shear and microburst events. Called Weather Systems Processors (WSP), it forecasts the arrival of wind gust fronts and tracks storm motion, providing a complete picture of current and projected hazardous weather conditions which may impact runway and airport usage.

WSP, which will be used in conjunction with Airport Surveillance Radar model-9, is a low cost detection system that will be installed at medium and high air traffic density airports. Its functional capability is similar to that provided by Terminal Doppler Weather Radar (TDWR) which the FAA is deploying at 45 major airports that are subject to heavy thunderstorm activity. So far, 38 TDWRs have been commissioned.

"Safety is President Clinton's highest transportation priority," said Administrator Jane Garvey. "The development of this detection system supports our goal of reducing the fatal accident rate by 80 percent over the next 10 years."

The FAA has a requirement for up to 40 ASR/WSPs that use existing Airport Surveillance Radar model-9. Under the contract, Grumman is required to complete the WSP system design, software development and limited production and installation of four systems. Options include additional software development for final production systems and other services. The contract is valued at $50 million based on the exercise of contract options.

WSP can:

- Detect wind shear and microburst events along approach and departure corridors as well as detect nearby weather phenomena which may impact flight paths in the near future;
- Detect current location of wind gust fronts and forecast their future position and estimated time of arrival at the airport;
- Detect thunderstorm cell location and movement;
- Forecast future thunderstorm cell position, and
- Correctly map amounts of rain and snow.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 112-98
Friday, Sept. 25, 1998
Contact: Tammy L. Jones
Phone: 202-267-8521

Recent Developments at FAA's Office of Dispute Resolution for Acquisition

WASHINGTON – The FAA's Office of Dispute Resolution for Acquisition has announced several initiatives designed to make the office more accessible and efficient. Among the initiatives are proposed procedures that were recently published in the Federal Register; a delegation of authority to the office's director, which details specific authorized actions; and a new Website, which provides easy access to information.

A Notice of Proposed Rulemaking (NPRM), published in the Federal Register on August 25, proposes detailed procedures for the office's resolution of bid protests and disputes arising from procurement contracts awarded by the FAA after April 1, 1996, under its new Acquisition Management System. The public is invited to submit comments on the proposed procedures before Oct. 26, 1998.

Under the Acquisition Management System, all bid protests and contract disputes for FAA procurements must be submitted to the office for resolution. The NPRM emphasizes the use of alternative dispute resolution techniques, such as neutral evaluation, mediation and arbitration. It also provides another default process that can be used if parties fail to resolve their differences by alternative dispute resolution. Under that process, dispute resolution officers serve as judges and make formal findings of fact and recommendations to the FAA administrator, who makes the final decision for the agency. The default process allows some successful claimants to recover attorney's fees under the Equal Access to Justice Act.

The office was reorganized at the end of 1997. A new permanent director and new dispute resolution officers were appointed. Since then, the majority of the pending cases have been resolved through some form of alternative dispute resolution. The office has resolved cases in significantly fewer days than it had previously. The average duration of cases settled through alternative dispute resolution has been 33 calendar days, from filing to completion. Those resolved under the default process averaged 49 calendar days. These resolution timeframes compare favorably with similar cases in traditional federal procurement forums, such as the General Accounting Office and the boards of contract appeals.

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FAA Administrator Jane Garvey also has delegated to the director of the Office of Dispute Resolution for Acquisition specific authority to: (1) dismiss protests or disputes that have been settled or withdrawn; (2) deny motions for dismissal or summary relief; and (3) render procedural orders relating to case management, scheduling and discovery.

For bid protests, the Acquisition Management System does not call for automatic stays of awards or of contract performance, pending protest resolution. A stay is ordered by the FAA administrator, only when the Office of Dispute Resolution for Acquisition has found "compelling reasons" for granting one. Under the administrator's recent delegation of authority, a temporary stay may be put into place when the director has made such a finding and is recommending that the administrator grant such relief. This temporary stay is needed in order to maintain the status quo, while the administrator considers the recommendation.

Information on the office, the delegation and the Notice of Proposed Rulemaking can now be accessed on the World Wide Web through a new Office of Dispute Resolution for Acquisition Website, which is found on the FAA's Homepage at: http:\\www.faa.gov. The Website contains biographical data on the office staff, its mission, information on how to contact and file materials with the office, a Guide with plain language descriptions of the office procedures and sample forms.

The Website also allows access to all ODRA decisions and related final orders issued by the FAA administrator. The cases have been indexed by name of complainant and topic. Also, there are brief summaries for all of the decisions as well as case management statistics.

Note: The Notice of Proposed Rulemaking is published in the Federal Register (Volume 63, No. 164, August 25, 1998).

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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 113-98
Friday, Sept. 25, 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Expands Employment Background Checks To Airport Security Screeners

WASHINGTON—The Federal Aviation Administration today announced the implementation of a final rule requiring employment background investigations and criminal history checks for airport security checkpoint screeners and screener supervisors.

"Safety is President Clinton's highest transportation priority," said FAA Administrator Jane F. Garvey. "This rule increases our confidence that those hired by industry to serve as guardians of public safety are themselves properly screened."

This new rule responds to the mandate in the Federal Aviation Reauthorization Act of 1996 and begins to implement the recommendation of the White House Commission on Aviation Safety and Security. The commission, headed by Vice President Al Gore, called for criminal background checks for all screeners, and for all airport and airline employees with access to security areas.

The FAA issued a rule in 1995 requiring employment investigations for airline and airport employees whose positions require unescorted access to secure areas in the airport. Today's rule extends this same requirement to screeners and screener supervisors. Under the new regulation, all of these employees now are required to undergo a check of employment history for the past 10 years, including, if needed, an FBI fingerprint-based criminal records check.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 114-98
September 1998
Contact: Rebecca Trexler
Phone: 202.267-3441

FACT SHEET

FAA K-9 Explosives Detection Team Program

History
On March 9, 1972, a Trans World Airlines jet bound for Los Angeles took off from JFK International Airport in New York. Moments into the flight, the airline received an anonymous phone call warning there was a bomb on the flight. The aircraft returned to JFK where passengers were evacuated and a bomb-sniffing dog named Brandy was brought on board to search. Brandy found the explosive device just 12 minutes before it was set to detonate.

That same day, then-President Nixon directed the Secretary of Transportation to use innovative means to combat the problems plaguing civil aviation. The result was the creation of a unique federal project – the FAA K-9 Explosives Detection Team Program – designed to place certified teams at strategic locations throughout the nation so that any aircraft receiving a bomb threat could quickly divert to an airport with a K-9 team.

Current Program
Because the K-9 explosives detection teams combine excellent mobility with reliable detection rates, their use today has evolved to include clearing bomb threats associated with luggage, cargo, vehicles, airport terminals and aircraft, as well as serving as general deterrents to any would-be terrorists or criminals.

The FAA K-9 Explosives Detection Team Program is a partnership program in which the airports voluntarily participate supported by federal monies. The FAA pays to purchase and train the dogs, and partially reimburses each participating agency for the cost of the teams, including the handlers' salaries (handlers are usually airport police or local law enforcement personnel), and food and vet bills for the dogs.

The FAA K-9 program has expanded over recent years as a result of recommendations by the White House Commission on Aviation Safety and Security and the Security Baseline

- more -

Working Group of the Aviation Security Advisory Committee. The commission said that an increase in the number of well trained dogs and handlers would make a significant and rapid improvement in security, while the working group recommended placing at least two K-9 teams at all of the nation's largest airports.

With the $8.9 million Congress provided for the program in the Omnibus Consolidated Appropriations Act of 1997, the number of teams rose from 87 teams at 30 airports in 1996, to more than 140 teams at 38 airports. The program is expected to grow to about 150 teams and 40 airports by the end of 1998, and continue to grow slowly over the next two years.

For the first time in the history of this program, FAA K-9 explosives detection teams now are stationed at each of the nation's largest airports. These highly trained teams are used every day to clear threats to aircraft and terminals, to check out suspect bags or cargo, and to deter terrorists.

Training

Each K-9 team, composed of one dog and one handler, undergoes several months of intensive training at the Department of Defense Military Working Dog School at Lackland Air Force Base in San Antonio before being accepted into the FAA K-9 Explosives Detection Team Program. Once the teams are certified by the FAA, they undergo proficiency training at least once a week in their operating environment, which includes all the smells and distractions of a busy airport. The agency also requires each team to go through an annual re-certification to show they continue to meet FAA standards in clearing aircraft (wide- and narrow-body), luggage, terminals, cargo and vehicles.

The FAA provides explosives training aids and magazines used to store the aids, and mandates strict standards for the use and handling of these explosives aids. The agency has also created a special data system called KATS (K-9 Aircraft Trained-on System) to document and track the teams' training. In addition, the FAA is studying K-9 olfaction as part of its aggressive research in explosives detection.

Breeds

The FAA primarily uses sporting breeds – such as Labradors, Chesapeake Bay Retrievers and Golden Retrievers – that usually are obtained from breeders. These breeds are chosen for their gentle temperament and keen sensory capabilities. Individual dogs selected for the program must undergo exacting pre-acceptance screening to prove they are healthy, smart, highly motivated, and able to detect the necessary odors. Most of the dogs are kenneled at the homes of their handlers and many retire to the handlers' homes after 10 to 12 years of explosives detection work.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 115-98
September 1998
Contact: Rebecca Trexler
Phone: 202-267-8521

FACT SHEET

FAA Dangerous Goods and Cargo Security Program

The FAA has launched an aggressive and successful hazardous materials program that allows the agency to oversee the air transportation of dangerous goods better than ever before.

In the last two years, the FAA has:

- Increased the dangerous goods workforce by five-fold.

Conducted more aggressive, realistic, and trend-driven inspections of repair stations, indirect air carriers, air carriers, and shippers.
Implemented an aggressive outreach and education program to create awareness concerning the regulations and the possible penalties for failure to comply.
Established a new database to capture the essential data needed for trend analysis to focus our resources.

Today, the FAA is examining virtually every aspect of the transportation of dangerous goods by air. Focused inspections done in coordination with the Postal Service, the Customs Service, the Research and Special Programs Administration and other Department of Transportation offices, have increased industry awareness of the seriousness with which the FAA is actively pursuing persons and companies who fail to comply with the dangerous goods regulations.

Since February 1997, the FAA has inspected 482 repair stations and conducted 3,567 assessments of air carriers and indirect air carriers. These efforts resulted in more than $5 million in proposed penalties for hazardous materials violations. The fines do not necessarily mean more violations are occurring, but rather that the FAA now has a greater ability to uncover and respond to violations.

- more -

The agency's efforts have increased the numbers of incidents that are reported. Last year, 1,133 incidents were reported to the FAA for follow-up action. As of the end of August of this year, there were more than 1,600 reported incidents. For both years, less than 1 percent of the incidents involved passenger air carriers and most were self-reported by industry before the shipments were transported, showing a much greater awareness of the regulations.

The more industry knows about its responsibilities for complying with hazardous materials regulations, the fewer accidents and incidents there will be from improper shipments. The FAA's outreach efforts have been directed toward associations, organizations, and shippers involved in the transportation of cargo. On the FAA's web site, the air cargo industry and the public can obtain guidance on hazardous materials transportation regulations and see press releases on the fines being assessed for improper shipments.

FAA's 2-year-old database of violations and pending cases already is helping to detect trends and identify potential problems. This system is used to target which shippers FAA security agents visit, and determine the order in which the agency inspects freight forwarders and repair stations. This out-front approach is directly in line with FAA efforts to further reduce the accident rate.

More aggressive, realistic, and trend-driven inspections; better outreach; and the ability to track trends have greatly increased the FAA's ability to promote the safe transportation of dangerous goods by air.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 116-98
Monday, Sept. 28, 1998
Contact: Alison Duquette
Phone: 202-267-8521

McSweeny Named FAA Associate Administrator for Regulation and Certification

WASHINGTON -- Federal Aviation Administration (FAA) Administrator Jane F. Garvey has named Thomas E. McSweeny as associate administrator for regulation and certification. Previously, McSweeny was director of the FAA's Aircraft Certification Service where he oversaw the airworthiness and safety of all U.S. commercial aircraft design and production.

McSweeny, 57, will be responsible for the certification, production approval, and continued airworthiness of aircraft; certification of pilots, mechanics, and others in safety-related positions; certification of all operational and maintenance enterprises in domestic civil aviation; development of regulations; civil flight operations; and the certification and safety oversight of some 7,300 U.S. commercial airlines and air operators. He will oversee a work force of approximately 4,300 employees in the FAA's Washington Headquarters, nine regional offices, and over 125 field offices throughout the world. The FAA's annual regulation and certification budget is over $500 million.

"Tom McSweeny is a proven leader," said Garvey. "His outstanding management skills, expertise, and extensive aviation knowledge will benefit the aviation community and the American public."

McSweeny joined the FAA in April 1974 as a certification engineer in Los Angeles. He came to the agency's Washington Headquarters in 1979 and served in several capacities in the Office of Regulation and Certification. He served as manager of the Engineering Division in Aircraft Certification from December 1982 until July 1989. McSweeny then was named deputy director of the Aircraft Certification Service. He was named director in 1993.

Prior to joining the FAA, McSweeny worked for Northrop Aircraft Company, Hawthorne, Calif., in the areas of acoustics, vibration and flutter.

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McSweeny earned a Bachelor of Science degree in aeronautical engineering from Northrop University in 1965 and a Master of Science degree in aeronautical engineering from the California Institute of Technology in 1966.

McSweeny has received many FAA and aviation industry awards, including a Presidential Distinguished Rank Award and *Aviation & Space Technology's* Laurels Award for the FAA's aging aircraft program. He is a member of the Society of Automotive Engineers.

McSweeny and his wife Susie reside in Burke, Va.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 117-98
Monday, Sept. 28, 1998
Contact: Alison Duquette
Phone: 202-267-8521

FAA Continues Boeing 737 Wiring Inspections

WASHINGTON – As part of the Federal Aviation Administration's (FAA) continuing efforts to ensure fuel tank safety, the Federal Aviation Administration (FAA) is ordering airlines to inspect, within 60 days, fuel boost pump wiring on Boeing 737-100 through –500 series aircraft with 20,000 to 30,000 flight hours.

The inspections are necessary to ensure that the aircraft do not have a problem with chafing and electrical arcing between the fuel boost pump wiring and the surrounding conduit. The directive also requires the addition of a layer of Teflon sleeving to protect the fuel pump wires.

There are 1,131 Boeing 737s the U.S. fleet, 2,866 in worldwide. The FAA estimates that 215 U.S.-registered 737s, with 20,000 to 30,000 total flight hours, would be affected by this AD. The aircraft are operated by most major U.S. airlines. The estimated cost per aircraft is $1,800. The inspection notices do not affect newer generation Boeing 737 models – the 737-600, -700, an –800 – because they do not have electrical wires running through conduits within fuel tanks.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 118-98
Wednesday, Sept. 30, 1998
Contact: Paul Takemoto
Phone: 202-267-8521

FAA Awards Aircraft Identification System Contract to Sensis Corp.

WASHINGTON – The Federal Aviation Administration (FAA) has awarded a $932,613 contract, which is worth up to $2.46 million with options, to Sensis Corp. of DeWitt, N.Y., to develop an identification system for transponder-equipped aircraft operating on airport taxiways and runways.

Sensis will develop an Airport Target Identification System (ATIDS), which will give airport controllers detailed information about aircraft and vehicles operating on the ground, including position, speed and aircraft identification such as airline and flight number. Aircraft and vehicles would be tracked by a system of receivers and transmitters set up at strategic airport locations.

The contract calls for Sensis to demonstrate an ATIDS on the east side of Dallas/Ft. Worth International Airport for a six-month period beginning in late 1999. Options would expand that project to the west side of the airport, and install another ATIDS at Anchorage International Airport.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 119-98
Wednesday, Sept. 30, 1998
Contact: Paul Takemoto
Phone: 202-267-8521

FAA Awards Surface Movement Advisor Contract to JIL

WASHINGTON – The Federal Aviation Administration (FAA) has awarded JIL Information Systems, Inc., a small and economically disadvantaged company based in Vienna, Va., a contract worth up to $4.61 million to provide technical and administrative support to the FAA's Surface Movement Advisor program.

Surface Movement Advisor is a computer display that makes it easier for air traffic controllers, airlines and airport operators to share information and better manage airport ground traffic. A prototype system is deployed at Atlanta Hartsfield International Airport.

The contract represents a major award to a small and economically disadvantaged business firm, while also demonstrating the technical expertise and value available from that community. JIL's one-year contract, which will become effective on Dec. 1, has four option years.

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NEWS:

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of Transportation
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Administration

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FOR IMMEDIATE RELEASE
Sept. 30, 1998

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FAA ISSUES RECORD OF DECISION ON LAMBERT-ST. LOUIS INTERNATIONAL AIRPORT

The Federal Aviation Administration has approved Lambert-St. Louis International Airport's proposed airside and landside improvements, commonly known as Alternative W-1W. This Record of Decision (ROD) in favor of W-1W deems the improvements eligible for federal financial assistance and commits the airport operator to specific conditions including environmental mitigation measures. The ROD was signed today by FAA Central Region Administrator John E. Turner.

The approved alternative was selected from numerous proposals considered during the environmental process. A central feature of W-1W is a new staggered parallel runway configuration, suitable for use by air carriers, to be located on the southwest side of the airport in Bridgeton, Mo. The plan also includes property acquisition, terminal expansion, roadway improvements and relocation of several airport tenants.

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The principal features of the ROD, which is based on a review of the administrative record, including the Final Environmental Impact Statement, include:

* A statement of the agency's decision;

* Identification of all alternatives considered by the FAA, including the environmentally preferable one, and

* Mitigation measures planned to prevent or minimize environmental harm.

The FAA issued its Final Environmental Impact Statement on Dec. 19, 1997, finding that the city of St. Louis's proposed alternative met the requirements of the National Environmental Policy Act (NEPA).

By Oct. 14, 1998, the ROD will be available for review at the following locations:

The City Halls of:

Bel Nor; Bel-Ridge; Berkeley; Bridgeton; Calverton Park; Cool Valley; Edmundson; Ferguson; Greendale; Hazelwood; Kinloch; Maryland Heights; Normandy; Northwoods; Pasadena Hills; Village of Pasadena Park; St. Ann; St. John; Woodson Terrace; St. Charles City; St. Charles County.

Libraries:

St. Louis County: St. Louis County-Main Branch; Bridgeton Trails Branch; Florrisant Valley Branch; Indian Trains Branch; Indian Trains Branch, Lewis and Clark Branch; Prairie Commons Branch; Rock Road Branch.

St. Charles County: Kathryn Linnemann Branch; Kisker Road Branch; Spencer Road Branch.

Federal Agencies:

FAA Central Regional Office, 601 E. 12th St., Kansas City, Mo.; FAA Headquarters, 800 Independence Ave., Washington, D.C.

Lambert-St. Louis International Airport
Planning and Development Office, 4610 N. Lindbergh, Bridgeton, Mo.

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