FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 43-99
Friday, April 2, 1999
Contact: Tammy L. Jones
Phone: 202-267-8521

MEDIA ADVISORY
The FAA and Industry Sign Agreements on Satellite-Based Navigation System

WASHINGTON – The Federal Aviation Administration (FAA), Raytheon Systems Company of Salt Lake City, Utah, and Honeywell Inc. of Glendale, Ariz., have agreed on joint development of the Local Area Augmentation System (LAAS). Raytheon and Honeywell will provide funding for its development, and the FAA will provide the specifications and expertise on development and certification.

There will be separate signing ceremonies to recognize the agreements. Honeywell's ceremony will be held on April 7, at 9 a.m., and Raytheon's will be held on April 9, at 11 a.m. Both ceremonies will be held at FAA headquarters in Washington, D.C. Media interested in attending either signing ceremony should contact FAA Public Affairs.

The LAAS will augment the Global Positioning System (GPS) signal for accuracy and integrity at approximately 150 airports to support Category 1, 2 and 3 precision approaches in bad weather. LAAS also will support ground operations such as collision avoidance and airport surface navigation and surveillance.

LAAS is a complementary system to the Wide Area Augmentation System (WAAS) that is presently under FAA development and acquisition. WAAS is a GPS-based navigation and landing system that will provide the accuracy, integrity, availability, and continuity required to support all phases of flight through Category 1 precision approaches.

FAA acquisition and fielding of LAAS is expected to begin in 2003 with the final deployment in 2006. The agreements call for the development of LAAS capability and position the FAA for this procurement. The LAAS capability does not require WAAS, and its implementation schedule is independent of the WAAS program.

Development of LAAS has been divided into three stages – Stage Zero through Stage Two. In Stages Zero and One, the FAA will offer no direct financial support. Industry developers will build, test, and field Category 1 LAAS equipment at airports and in aircraft.

-more-

The FAA will form an implementation team to facilitate these industry efforts for system level evaluation and operational certification. The FAA will provide funding during Stage Two. The FAA eventually intends to purchase up to 143 LAAS for use in the National Airspace System.

Both industry and the FAA will benefit from this cooperative agreement by sharing expertise, cost and timely certification and operational approvals.

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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 44-99
Monday, April 5, 1999
Contact: Paul Takemoto
Phone: 202-267-8521

FAA Issues Year 2000 Progress Report

Washington – The Federal Aviation Administration (FAA) has released its latest numbers regarding the progress of work being done on its computers to ensure they properly recognize the year 2000, or Y2K.

To date, all FAA systems requiring Y2K repairs have been successfully renovated and tested. To date, 88 percent of all FAA systems have completed the Y2K process. FAA systems are scheduled to complete this process by June 30.

The FAA April 10 will conduct a major test of every air traffic system at Denver International Airport used to control aircraft through each phase of flight, e.g., takeoffs, landings, etc. This "end-to-end" test, which is above and beyond individual system testing the FAA completed March 31, will involve the tracking of aircraft with computer clocks set forward to Dec. 31, 1999, and rolled over to Jan. 1, 2000.

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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 45-99
Tuesday, April 6, 1999
Contact: Tammy L. Jones
Phone: 202-267-8521

MEDIA UPDATE
FAA Moves Aggressively on 21st Century Air Traffic Systems

WASHINGTON – The Federal Aviation Administration (FAA) is making rapid progress bringing its new air traffic control computer systems on line, FAA Administrator Jane F. Garvey said today.

The agency now has new Host and Oceanic Computer System Replacement (HOCSR) equipment operational at 11 of its 20 Air Route Traffic Control Centers. HOCSR is scheduled to be operational in all 20 centers by the end of September 1999.

The HOCSR system is a key component of the National Airspace System infrastructure modernization program and FAA's Year 2000 (Y2K) computer compliance effort. The new system is four times faster, more reliable, uses much less power and takes up less space.

The FAA also dedicated the first Display System Replacement (DSR) at its Seattle Air Route Traffic Control Center in Auburn, Wash., on Jan. 20. DSR replaces 20-to 30-year -old equipment at the center with upgraded displays, computer hardware and software. All 20 enroute centers in the continental U.S. will receive new HOCSR and DSR equipment.

The state-of-the-art equipment at FAA's enroute centers is part of the agency's modernization efforts. "We're getting refinements, added capabilities and a platform for future enhancements," Garvey said. "Our aviation system is getting younger and more reliable all the time."

Garvey added that FAA's modernization effort includes more than just the big computer replacements. Since 1997, more than 700 major systems have been installed and integrated into the National Airspace System. Also since then, the agency has made more than 5,800 hardware and software upgrades.

New York center's Host computer was the first to go on line on Feb. 24. New computers are now fully operational at Fort Worth, Texas, Albuquerque, N.M., Atlanta, Denver, Boston, Oakland, Calif., Minneapolis, Chicago, Miami, and Washington, D.C. centers.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 46-99
Wednesday, April 7, 1999
Contact: Paul Takemoto
Phone: 202-267-8521

FAA Fact Sheet on Year 2000 Test in Denver

- The Federal Aviation Administration (FAA) will conduct a Year 2000 – or Y2K -- test at Denver International Airport on Saturday, April 10.
- The test will take place at the FAA's Terminal Radar Approach Control (TRACON) facility at Denver from 10 p.m. until 2 a.m. MDT.
- The FAA has the ability at the Denver TRACON to split the operational systems used to track and control aircraft operating through all phases of flight.
- The primary side will continue to track and control aircraft as normal.
- The test side, which will track and monitor -- but not control -- the same traffic, will have its clocks set forward to Dec. 31, 1999, and rolled over to Jan. 1, 2000. Rollover will occur at approximately midnight MDT.
- **(Note: The test side will be separated entirely from the primary side, which is normal procedure for non-Y2K, air traffic system tests. Thus, there will be no impact to safety.)**
- The test is national, not local, in nature, since the participating systems are used in air traffic facilities across the country.
- Systems normally involved in controlling air traffic in the Denver airspace will participate in the test.
- Participating systems include the Host computer, which drives controller displays at high altitude, en route centers; the Automated Radar Terminal System (ARTS) IIIE, a computer that drives controller displays at large TRACONs, and ARTS IIA, a computer that drives controller displays at small to medium-sized TRACONs.
- Other participating systems include those that process weather, flight plan and radar data, as well as all voice and data communications.
- Participating FAA air traffic facilities will be the Denver tower and TRACON, the TRACON in Colorado Springs, and the en route center in Longmont, which is approximately 45 miles from Denver.
- Data recorded from both the primary and test sides will be subsequently analyzed to see if the test computers with date-forwarded clocks performed properly.
- All test data will be subsequently analyzed at the FAA's William J. Hughes Technical Center in Atlantic City, N.J. Preliminary results of the test will be released at a media briefing at FAA headquarters in Washington as early as possible during the week of April 12.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 47-99
Monday, April 12, 1999
Contact: Paul Takemoto
Phone: 202-267-8521

FAA MEDIA ADVISORY

The Federal Aviation Administration (FAA) will hold a press conference to release preliminary results of the Year 2000 – or Y2K – test that took place at Denver International Airport on April 10-11.

WHO: FAA Administrator Jane F. Garvey
FAA Y2K Program Office Director Ray Long

WHEN: Tuesday, April 13, 1999
11:00 a.m. – noon (EDT).

WHERE: FAA Headquarters
800 Independence Avenue, S.W.
Washington, D.C. 20591
Ninth Floor Conference Room (9AB)

This press conference is open to all media. Cameras are welcome. Out-of-town media may participate by telecon by calling 202-493-4180 and entering pass code number 3883 between 10:30 and 10:45 a.m. (EDT). To keep the press conference running smoothly, telecon participants must register by 10:45 a.m. if they would like to ask questions.

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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 48-99
Tuesday, April 13, 1999
Contact: Paul Takemoto
Phone: 202-267-8521

FAA Releases Preliminary Results from Year 2000 Air Traffic Test at Denver

WASHINGTON – The Federal Aviation Administration (FAA) says preliminary results from a Year 2000 – or Y2K – test that took place at Denver International Airport and nearby FAA air traffic facilities on April 10-11 indicate that air traffic control systems will perform properly during the transition from Dec. 31, 1999, to Jan. 1, 2000.

During the test, air traffic systems at Denver, Colorado Springs, Grand Junction and Longmont, Colo., were split, with one side handling aircraft as normal. On the test side, system clocks were forwarded to New Year's Eve and rolled over to a simulated new year. Test systems did not handle traffic, so safety was not compromised. Recorded data from both systems is being analyzed for comparison purposes.

"A preliminary analysis of this data shows that the performance of the systems on both sides was virtually identical," said FAA Administrator Jane F. Garvey. "This indicates to us that air traffic systems on Jan. 1, 2000, will perform just as they did on Dec. 31, 1999."

The test involved:

- Air traffic control (ATC) systems at the Denver International Airport tower, the Denver TRACON, the Colorado Springs TRACON, the Grand Junction tower, and the Longmont, Colo., en route center. Systems at each of those facilities are used throughout the country, and cover all phases of flight from takeoffs to landings. This was a test of the nation's ATC system.

- Systems used in all aspects of flight, including those for processing radar, weather and flight plan data.

- The plotting of the movement of one flight in particular, United Airlines Flight 2778, which landed at Denver during the test. Data on Flight 2778 from live and test systems at the Denver TRACON and the en route center at Longmont are identical.

- The processing of 453 flight plans by the en route center at Longmont.

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- The tracking of 51 aircraft by the Denver TRACON during the duration of the test. (Note: For safety purposes, all FAA air traffic tests are conducted at night, during periods of light traffic. Light traffic volume does not impact the validity of these tests.)

- A total of 108 FAA employees, 73 from Airways Facilities and 35 from Air Traffic.

The FAA has completed the renovation and testing of all systems requiring Y2K work. Those systems are now being implemented in the field. The FAA is on track to complete implementation by June 30, 1999.

The Department of Transportation is committed to meeting the Y2K date change. As of March 31, 11 of DOT's 14 agencies achieved 100 percent Y2K compliance. At this time, 89 percent of the Department's mission-critical systems are compliant. All remaining systems will be completed in a timely manner, well in advance of Jan. 1, 2000.

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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 49-99
Wednesday, April 14, 1999
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA Announces Japan Rated Category I

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

The assessments are not an indication of whether individual foreign carriers are safe or unsafe, rather they determine whether foreign civil aviation authorities are in place and the extent to which those authorities ensure that operational and safety procedures are maintained by their air carriers.

The focus of the FAA's foreign assessment program is on the civil aviation authority and not individual carriers. These civil authorities are assessed for their adherence to International Civil Aviation Organization (ICAO) aviation safety standards, not FAA regulations.

Travelers may call 1-800-FAA-SURE (1-800-322-7873) to obtain a summary statement about whether a foreign civil aviation authority has been assessed and the results, if available.

Countries whose air carriers fly to the United States must adhere to the safety guidelines of ICAO, the United Nations' technical agency for aviation which establishes international standards and recommended practices for aircraft operations and maintenance.

The FAA, with the cooperation of the host civil aviation authority, only makes assessments of those countries whose airlines have operating rights to or from the United States, or have requested such rights.

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Specifically, the FAA determines whether a foreign civil aviation authority has an adequate infrastructure for international aviation safety oversight as defined by the ICAO standards. The basic elements that the FAA considers necessary include: 1) laws enabling the appropriate government office to adopt regulations necessary to meet the minimum requirements of ICAO; 2) current regulations that meet those requirements; 3) procedures to carry out the regulatory requirements; 4) air carrier certification, routine inspection, and surveillance programs; and 5) organizational and personnel resources to implement and enforce the above.

The FAA has established three ratings for the status of these civil aviation authorities at the time of the assessment: (1) does comply with ICAO standards, (2) conditional and (3) does not comply with ICAO standards.

- **Category I, Does Comply with ICAO Standards:** A civil aviation authority has been assessed by FAA inspectors and has been found to license and oversee air carriers in accordance with ICAO aviation safety standards.

- **Category II, Conditional:** A civil aviation authority in which FAA inspectors found areas that did not meet ICAO aviation safety standards and the FAA is negotiating actively with the authority to implement corrective measures. During these negotiations, limited operations by the foreign air carriers to the U.S. are permitted under heightened FAA operations inspections and surveillance.

- **Category III, Does Not Comply with ICAO Standards:** A civil aviation authority found not to meet ICAO standards for aviation oversight. Unacceptable ratings apply if the civil aviation authority has not developed or implemented laws or regulations in accordance with ICAO standards; if it lacks the technical expertise or resources to license or oversee civil aviation; if it lacks the flight operations capability to certify, oversee and enforce air carrier operations requirements; if it lacks the aircraft maintenance capability to certify, oversee and enforce air carrier maintenance requirements; or if it lacks appropriately trained inspector personnel required by ICAO standards. Operations to the U.S. by a carrier from a country that has received a Category III rating are not permitted unless the country arranges to have its flights conducted by a duly authorized and properly supervised air carrier appropriately certified from a country meeting international aviation safety standards.

The FAA has assisted civil aviation authorities with less than acceptable ratings by providing technical expertise, assistance with inspections, and training courses. The FAA will continue to work with other countries through ICAO to address non-compliance with international aviation safety oversight standards.

The FAA will continue to release the results of safety assessments to the public as they are completed. First announced in September 1994, the ratings are part of an ongoing FAA program to assess all countries with air carriers that operate to the United States.

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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 50-99
Thursday, April 15, 1999
Contact: Rebecca Trexler
Phone: 202.267-8521

FAA Issues Proposed Rule on Checked Baggage Security

WASHINGTON—The Federal Aviation Administration today proposed to strengthen security of checked baggage in the domestic aviation system. The proposed rule, which appears in today's *Federal Register*, implements a key recommendation by the White House Commission on Aviation Safety and Security led by Vice President Al Gore.

Continuing to implement the significant security enhancements recommended in the commission's 1997 report, today's proposal would require airlines to apply additional security to the checked baggage of some passengers. The rule directs the use of automated screening procedures but provides options for airlines that choose to apply additional security to all passengers. Other improvements in progress include a massive deployment of sophisticated security equipment for checked and carry-on bags, computerized training and monitoring for security checkpoint screeners, greater numbers of FAA canine explosives detection teams at the nation's airports, and expanded FAA-industry airport consortia to improve local security.

"Domestic aviation security is at a new level of effectiveness as a result of advances we've made in the last few years. The airline industry has recognized the importance of the new procedures contained in today's proposal and has moved forward to start instituting them," said FAA Administrator Jane F. Garvey. "By voluntarily implementing a computerized screening system over the past year, the airlines made it possible for nearly every passenger flying in the country today to be covered by improved security."

In addition to enhancing security, the new procedures and equipment have lessened passenger inconvenience by streamlining the process. The Computer Assisted Passenger Screening (CAPS) program, for instance, would replace a manual program subject to human error and bias with an automated system that is much more sophisticated and better able to protect sensitive security information. Scrutinizing all checked baggage can be time-consuming, but the CAPS system will screen out the majority of passenger baggage and allow airlines to concentrate on only those automatically selected by the system.

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CAPS uses data from the airlines' reservations systems to select baggage in two ways: some baggage is selected through pre-programmed criteria, while other bags are chosen for screening on a random basis. For the most part, passengers will never know whether CAPS selected their checked bags because the security measures required—scanning bags with explosives detection devices or making sure bags don't fly unless their owners are on the same flights—nearly always take place behind the scenes.

Today's proposed rule would require CAPS for scheduled operations on any aircraft with 61 seats or more. Six of the seven major airlines have implemented CAPS voluntarily at all of their stations; the seventh will complete its implementation this month. Although air carriers with scheduled operations using aircraft of less than 61 seats are not required to use CAPS, many regional airlines have implemented the automated screening program and more may transition in the future.

The public comment period for the proposed rule will be open for 60 days.

It is important to note that those selected by the system are not suspected of any wrongdoing. The Department of Justice's Civil Rights Division has thoroughly reviewed CAPS and determined the criteria it uses are not discriminatory and do not consider passengers' race, color, national or ethnic origin, religion or gender. Justice also found that CAPS does not include as screening factors any passenger traits that may be directly associated with such prohibited categories, such as passengers' names or modes of dress. The Departments of Transportation and Justice will review CAPS periodically to make sure discriminatory factors are not introduced.

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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 51-99
Friday, April 16, 1999
Contact: William Shumann
Phone: 202-267-8521

FAA Issues Emergency Order Suspending Sun Pacific International

Los Angeles – The Federal Aviation Administration today issued an Emergency Order suspending the operating certificate of Sun Pacific International, Inc., an air carrier based in Tucson, Ariz.

FAA said the action was taken because of continuing maintenance and record-keeping problems and because Sun Pacific failed to take corrective action after being notified of those problems. The agency said the problems and the failure to correct them "constitute evidence of systemic failures," to include:

- Failure to maintain an appropriate maintenance organization;
- Failure to use adequate maintenance procedures;
- Failure to conduct an adequate continuing maintenance analysis and surveillance program;
- Failure to maintain a record-keeping system and to keep required records.
- Failure to comply with its operations specifications, and
- Operation of unairworthy aircraft.

Sun Pacific International received its operating authority from the FAA as a Part 121 air carrier in 1996. The carrier has operated supplemental (charter), flag and domestic operations using Boeing 727 aircraft.

Sun Pacific has ten days to appeal the Emergency Order of Suspension to the National Transportation Safety Board. The order remains in effect pending all appeals.

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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 52-99
Tuesday, April 20, 1999
Contact: Fraser Jones or Rebecca Trexler
Phone: 202-267-8521

FAA Temporarily Expands Airspace Restrictions and Security Measures at Local Airports for NATO Summit

WASHINGTON – Providing an extra margin of safety and security, the Federal Aviation Administration (FAA) will temporarily expand airspace restrictions and enhance airport security in the Washington, D.C., area during the 50th Anniversary NATO Summit.

Unless authorized by air traffic control, flight operations will be prohibited temporarily in airspace below 18,000 feet within a 10 nautical mile radius of Ronald Reagan National Airport and Andrews Air Force Base. The restriction will begin April 23 at 6 a.m. and last until 6 p.m. on April 25.

The restriction also includes additional airspace surrounding the Prohibited Area 56 (P-56) covering the Naval Observatory/Vice President's residence to points along the Anacostia River.

Aircraft seeking to fly in the airspace covered by the temporary flight restriction must remain clear until air traffic control clearance is obtained from Washington and/or Andrews Approach Control, as appropriate.

Reagan National Airport and Andrews Air Force Base are exempt from the provisions of the temporary flight restriction, as are flights within the visual flight rule fly way between Reagan National and Dulles Airport. The following local airports will remain open for arrivals and departures and local airfield operations: Potomac Airfield, Washington Executive, College Park, Freeway, and Davison Army Air Field.

No sightseeing requests will be approved within seven nautical miles of Reagan National Airport. Helicopter operations are prohibited on two published helicopter routes: Route 1 from Hains Point to Cabin John and from Hains Point to Riverdale, and Route 2 from Woods Corner to Route 1.

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The FAA is also taking a number of steps to enhance security at local airports and on flights to and from the region during the period surrounding the NATO anniversary event. Many of these steps cannot be detailed for security reasons, but passengers may notice an increased police presence and greater use of the FAA canine explosives detection teams at Reagan National Airport, Washington Dulles International Airport and Baltimore-Washington International Airport.

The agency also will be stepping up its oversight of passenger pre-board screening at local airports and has scheduled an increased number of missions by Federal Air Marshals on flights to and from the area. The air marshals are members of a highly trained armed security force that fly anonymously on domestic and international flights to deter criminal acts targeting aircraft in flight and to protect passengers and flight crews in case of such attempts.

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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 53-99
Tuesday, April 20, 1999
Contact: Alison Duquette
Phone: 202-267-8521

FAA Orders Inspections of MD-11 Cargo Compartment Wiring

WASHINGTON – Based on a recent report of a burnt insulation blanket, the Federal Aviation Administration (FAA) has ordered operators of 45 U.S.-registered MD-11s to verify the installation of a wire harness support bracket and clamp in the lower center cargo compartment. A missing bracket and clamp could cause a wire bundle to contact the insulation blanket and rub against the fuselage frame, producing a possible fire source.

This Emergency Airworthiness Directive (AD) does not appear to be related to the Swissair accident. However, it is prompted by information from the agency's continuous post-accident review of the service experience of the MD-11 fleet. While performing routine maintenance on an MD-11, mechanics found evidence of wire chafing in the cargo loader control unit and burnt insulation. They also discovered that a wiring harness support bracket and clamp that supports a wire bundle may not have been installed on the aircraft.

This AD affects MD-11s equipped with a 72-inch cargo door. MD-11s with a 104-inch cargo door have a different wire bundle configuration. Operators of the affected aircraft are required to perform inspections, verify the installation of the bracket and clamp, and repair any damaged wires within five days. All findings must be reported to the FAA within 10 days after completion of the inspections.

There are 45 U.S.-registered aircraft, both passenger and cargo, affected by this AD out of a total of 89 aircraft worldwide. Operators include American Airlines, Delta Air Lines, World Airways, Federal Express Corporation, and The Boeing Company. The total estimated cost to inspect the U.S. fleet is $8,100, $180 per aircraft.

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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 **MODIFIED – 2:30 p.m. EDT**

APA 54-99
Monday, April 26, 1999
Contact: William Shumann
Phone: 202-267-8521

FAA, Unions Agree on Revised Plan For New Terminal Air Traffic System

Washington -- The Federal Aviation Administration (FAA) -- along with the National Air Traffic Controllers Association (NATCA) and the Professional Airways Systems Specialists (PASS) -- announced today a revised implementation plan for the Standard Terminal Automation Replacement System (STARS) program. The revised plan will focus on developing the full STARS as soon as possible while simultaneously meeting short-term requirements for controller displays at a small number of FAA facilities.

STARS is the program to replace the computer systems and controller workstations in 172 FAA terminal radar approach control (Tracons) and up to 199 Department of Defense facilities throughout the country. These facilities provide air traffic control services within about a 50-mile radius of airports. The first STARS is being tested at Eglin Air Force Base in Florida and is scheduled to be operational in April 2000.

"STARS is a key part of the FAA's ongoing and successful modernization of the U.S. air traffic control system," FAA Administrator Jane F. Garvey stated. "The STARS technology being developed by Raytheon is the answer to the FAA's terminal requirements for the future. We are committed to successful implementation of the full STARS."

"Air traffic controllers are actively involved in identifying and resolving STARS issues with the FAA," said Michael McNally, president of NATCA. "STARS is the platform of the future for terminal air traffic control, and this is the right approach – taking the time to do it right. We're on the right track to get STARS out into the field as a usable system."

"We are pleased that a plan has been put into place that will enable STARS to be fully developed, while also dealing with some pressing short-term needs," said Michael D. Fanfalone, president of PASS. "We believe we can work with the FAA to ensure that STARS is developed to its full potential. It is vital that we get STARS in the field as soon as possible, and this plan should allow that to happen."

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Under the revised plan, the FAA's first STARS will go into the Syracuse, NY, and El Paso, TX, Tracons. Initially, they will receive the Early Display Configuration (EDC) of STARS.. In parallel, development will continue on the full STARS, which will include a new computer system. The revised STARS plan calls for the Syracuse and El Paso Tracons to receive EDC equipment late this year and early next year, respectively. Once STARS has the capabilities to handle the needs of higher-level facilities, it will then be deployed throughout the country.

In the meantime, to respond to critical requirements for new displays at three existing FAA facilities and two currently under construction, the FAA will buy off-the-shelf color controller displays. These stop-gap displays will be installed in the New York and Reagan Washington National Tracons in the summer and fall of 2000. The FAA is developing schedules for these displays in the Dallas-Fort Worth and the new Northern California and North Georgia Tracons.

Final STARS schedules and full program costs will be known later this summer after current human factors reviews are completed. The FAA will continue to work with air traffic controllers and technicians to ensure that the full STARS will meet the needs of the air traffic control system of the future while keeping costs to the minimum.

Raytheon Systems, Co., Marlborough, MA, is the prime contractor for STARS. Lockheed Martin Air Traffic Systems, Rockville, MD, will produce the ARTS color displays.

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

MODIFIED

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 55-99
Thursday, April 22, 1999
Contact: Alison Duquette
Phone: 202-267-8521

FAA Orders Tests for PW4000 Engines

WASHINGTON – As part of the Federal Aviation Administration's (FAA) efforts to reduce engine-related incidents and improve reliability, the agency today proposed to order tests for PW4000 engines to prevent high-pressure compressor surges.

The proposed Airworthiness Directive (AD) is based on reports of surge events during the critical takeoff and climb phases of flight. A surge is a loss of engine power that results from an imbalance in the flow of air through the engine. Excessive clearances -- too much space -- between the engine blade tip and the outer casing of the engine can cause unstable air flow and a subsequent high-pressure compressor surge and stall. Aircraft engines can restart and recover from a stall.

Work by the industry and FAA over the past seven years has significantly reduced the surge frequency of PW4000 engines. The surge rate has decreased from a 1993 fourth quarter high of about one surge per 8,000 flights to about one surge per 32,000 flights during the first quarter of 1998. The surge rate has since remained steady.

"These tests should significantly reduce the possibility of engine surges on the commercial fleet," said FAA Administrator Jane F. Garvey. "Knowing that pilots are well-trained and that the PW4000 engine will automatically recover is not enough. We want to eliminate the possibility of these engine surges altogether."

There are 546 engines in the U.S. fleet affected by this AD out of a total of 2,200 engines worldwide. The total estimated cost to U.S. industry is $8.7 million. The FAA estimates that 192 engines will require annual on-wing tests with an average cost of $2,000 per test, $384,000 per year. An estimated 60 engines will require annual off-wing tests with an average cost of $12,000 per test, $720,000 per year. The agency also estimates that 19 high-pressure compressor overhauls will be performed at a cost of $400,000 each, $7.6 million. About 11 unscheduled engine removals will cost $5,000 each, $55,000 total.

PW4000 engines are installed on certain models of Boeing 747, Boeing 767, McDonnell Douglas MD-11, and Airbus Industrie A310 aircraft. Operators include Delta Air Lines, Northwest Airlines, Trans World Airlines, United Airlines and World Airways.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE **MODIFIED – 2:30 p.m. EDT**
APA 54-99
Monday, April 26, 1999
Contact: William Shumann
Phone: 202-267-8521

FAA, Unions Agree on Revised Plan For New Terminal Air Traffic System

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STARS is the program to replace the computer systems and controller workstations in 172 FAA terminal radar approach control (Tracons) and up to 199 Department of Defense facilities throughout the country. These facilities provide air traffic control services within about a 50-mile radius of airports. The first STARS is being tested at Eglin Air Force Base in Florida and is scheduled to be operational in April 2000.

"STARS is a key part of the FAA's ongoing and successful modernization of the U.S. air traffic control system," FAA Administrator Jane F. Garvey stated. "The STARS technology being developed by Raytheon is the answer to the FAA's terminal requirements for the future. We are committed to successful implementation of the full STARS."

"Air traffic controllers are actively involved in identifying and resolving STARS issues with the FAA," said Michael McNally, president of NATCA. "STARS is the platform of the future for terminal air traffic control, and this is the right approach – taking the time to do it right. We're on the right track to get STARS out into the field as a usable system."

"We are pleased that a plan has been put into place that will enable STARS to be fully developed, while also dealing with some pressing short-term needs," said Michael D. Fanfalone, president of PASS. "We believe we can work with the FAA to ensure that STARS is developed to its full potential. It is vital that we get STARS in the field as soon as possible, and this plan should allow that to happen."

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Under the revised plan, the FAA's first STARS will go into the Syracuse, NY, and El Paso, TX, Tracons. Initially, they will receive the Early Display Configuration (EDC) of STARS.. In parallel, development will continue on the full STARS, which will include a new computer system. The revised STARS plan calls for the Syracuse and El Paso Tracons to receive EDC equipment late this year and early next year, respectively. Once STARS has the capabilities to handle the needs of higher-level facilities, it will then be deployed throughout the country.

In the meantime, to respond to critical requirements for new displays at three existing FAA facilities and two currently under construction, the FAA will buy off-the-shelf color controller displays. These stop-gap displays will be installed in the New York and Reagan Washington National Tracons in the summer and fall of 2000. The FAA is developing schedules for these displays in the Dallas-Fort Worth and the new Northern California and North Georgia Tracons.

Final STARS schedules and full program costs will be known later this summer after current human factors reviews are completed. The FAA will continue to work with air traffic controllers and technicians to ensure that the full STARS will meet the needs of the air traffic control system of the future while keeping costs to the minimum.

Raytheon Systems, Co., Marlborough, MA, is the prime contractor for STARS. Lockheed Martin Air Traffic Systems, Rockville, MD, will produce the ARTS color displays.

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

MODIFIED

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 56-99
Monday, April 26, 1999
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA Orders Inspections of Boeing 737 Aft Pressure Bulkhead

WASHINGTON -- The Federal Aviation Administration (FAA) today ordered operators of certain Boeing 737 aircraft to inspect for and correct possible fatigue cracks in the plane's aft pressure bulkhead, which is located near the aircraft's tail.

The Airworthiness Directive (AD) requires operators of Boeing 737-100 through –500 aircraft to do either electronic or visual inspections, and to repair any cracks found. Such cracks could cause rapid decompression if not repaired. The order stems from reports of fatigue cracks on the aft pressure bulkhead of some Boeing 737-200 models.

To comply with the AD, operators must perform a low-frequency eddy current inspection from the rear of the pressure bulkhead. Eddy current testing is an electromagnetic technique used to detect flaws in materials that conduct electricity. Alternatively, operators may do a detailed visual inspection from the front of the bulkhead.

The schedule for the initial inspection depends on how many total takeoffs and landings ("cycles") an aircraft has accumulated. Aircraft with:

- 40,000+ cycles -- Must be inspected within the next 375 cycles or 60 days from the AD effective date, whichever is later.
- 25,000 - 39,999 cycles -- Must be inspected within the next 750 cycles or 90 days.
- Less than 25,000 cycles -- Must be inspected before reaching 25,750 cycles.

After the initial examination, operators must repeat the same inspection every 1,200 cycles thereafter. This AD is an interim action pending identification of a final action, which could require further FAA rulemaking.

The estimated cost is $480 per aircraft for each eddy current inspection, and $120 per aircraft for each detailed visual inspection. The order covers 500 U.S. registered aircraft; the worldwide fleet numbers 1,020. Most major U.S. airlines fly the affected Boeing 737 models.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
Date: April 30, 1999
Contact: Paul Turk
Phone: 202-267-3463

RESPONSE TO QUERY

FAA TO IMPLEMENT TEMPORARY FLIGHT RESTRICTION AT BALTIMORE

At the request of the Federal Bureau of Investigation and the security planning committee for the event, the Federal Aviation Administration will implement a temporary flight restriction over Oriole Park at Camden Yards in Baltimore from 1 p.m. to midnight on Monday, May 3.

The temporary flight restriction prohibits aircraft operation below 1,500 feet in a three-mile radius centered on the stadium.

Media and public use aircraft flying in support of the event are not affected by the restriction.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 58-99
Monday, May 3, 1999
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA TO PROPOSE REQUIREMENTS FOR 737 FLIGHT DATA RECORDERS

Washington -- At a National Transportation Safety Board (NTSB) symposium on transportation recorders, Federal Aviation Administration (FAA) head Jane F. Garvey today announced that the agency will propose requirements for installing additional flight data recorder parameters on Boeing 737 aircraft.

The FAA's proposal will concern additional flight data recorder parameters that deal primarily with the rudder system. The agency previously issued a rule in July 1997 that ordered upgrading of existing recorders from 11 to a minimum 17 parameters in all transport aircraft by August 2001. These parameters primarily dealt with information such as the position of flight control surfaces and pilot input.

Under the FAA's proposal, newer Boeing 737s would have upgraded rudder parameters installed by Aug. 4, 2000. For older 737s, the compliance date for upgraded units would be August 2001. This action responds to recent NTSB recommendations associated with the USAir 427 accident in 1994.

"Over the years, flight recorders have provided a blueprint for deficiencies in the system that needed to be fixed, " Garvey said. "Their reliability and credibility have formed the foundation of our efforts to enhance aviation safety."

Garvey also announced that the FAA will propose new rules addressing NTSB recommendations on cockpit voice recorders and new-technology flight data recorders.

The FAA will propose increasing the 30-minute recording now required on cockpit voice recorders to two hours, and installing a 10-minute backup power supply, by Jan. 1, 2005. The agency also will propose that aircraft built after Jan. 1, 2003 have combination voice and data recording systems. One unit would be close to the cockpit. The other would be in the back of the aircraft.

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The flight data recorder takes measurements from sensors located on various parts of an aircraft. On some planes, these include the control surfaces that the crew uses to control the aircraft. The cockpit voice recorder records the conversations of the pilots during a flight. The data from both devices play a critical part in helping investigators determine the cause of an accident or incident.

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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 59-99
Tuesday, May 4, 1999
Contact: Tammy L. Jones
Phone: 202-267-8521

FAA DEMONSTRATES SATELLITE TECHNOLOGY AT ASIAN FORUM ON INTERMODALISM

WASHINGTON – Representatives from the Department of Transportation and the Federal Aviation Administration (FAA) will be in Singapore this week to participate in a Forum on "Intermodalism and Satellite-Based Transportation Technologies." The FAA will demonstrate the potential use of the Global Positioning System (GPS) enhanced by the Wide Area Augmentation System (WAAS).

This flight demonstration is the first-of-its-kind in the Asia-Pacific region. At least 21 nations are represented at the forum from May 5 – 7, hosted by the Singapore Aviation Academy of the Civil Aviation Authority of Singapore under the auspices of the Asia Pacific Economic Cooperation (APEC) forum. The FAA worked closely with the organizations to set up the demonstration. A successful demonstration will encourage the adoption of this technology in airspace in this region. A special demonstration flight for the media takes place on May 4.

The GPS is an effective navigation aid used throughout the U.S. to make all modes of transportation safer, more efficient and cost-effective. Forum participants will demonstrate how the use of satellite-based navigation and communication technologies are being applied in the Asia-Pacific region.

The FAA will use a Boeing 727 aircraft to perform flight tests to demonstrate the potential benefits of the WAAS. WAAS is an augmentation to the GPS that corrects the GPS standard civil signal to provide the accuracy, integrity, and availability needed for the more demanding civil aviation navigation operations. The FAA is working with international partners to provide a seamless global satellite system for improved aviation safety worldwide. Previous successful tests have been conducted in Mexico, Italy, Iceland, and Chile.

For this demonstration, the FAA, with support from the Civil Aviation Authority of Singapore, installed a reference station at Singapore Changi Airport. The reference station will compute errors for the GPS constellation specific for that area. This information will be used to create a corrected WAAS message that will be broadcast to the FAA aircraft. The aircraft will use this WAAS broadcast to guide the aircraft for Category 1 precision approaches at Changi Airport.

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The media will get an opportunity to go on board the specially-equipped aircraft and witness an approach and landing using the GPS. They also will see the technology used by air traffic controllers to track aircraft beyond radar coverage and see how operational messages are exchanged with pilots.

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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 60-99
Wednesday, May 5, 1999
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA, NTSB TO SPONSOR FUTURE FLIGHT DATA COMMITTEE

Washington -- Federal Aviation Administration (FAA) head Jane F. Garvey and National Transportation Safety Board (NTSB) Chairman Jim Hall today announced that they will co-sponsor a committee to examine how new flight data technology can help carry today's extraordinary level of aviation safety well into the 21st century.

At an NTSB symposium on transportation recorders, Garvey and Hall said they are asking a group of experts from industry and government to form the "Future Flight Data Committee." The committee will look ahead to 2015 and beyond to see how new technologies can be used for flight data collection and application.

The committee will draw members from U.S. and international safety boards, manufacturers, flight crew organizations and regulatory agencies. The group will be asked to submit a final report by next spring.

"Chairman Hall and I believe it is time to thoughtfully and thoroughly examine the role, the technology and the true potential of flight information," Garvey said. "We look forward to what the committee experts will tell us about the future of flight-data collection."

Flight data collection technologies, such as flight data recorders and cockpit voice recorders, have been instrumental in the investigation of aviation accidents and incidents. Quick-access data collection devices also are providing meaningful, manageable information that air carriers are using to improve safety and make sound business decisions.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 61-99
Wed., May 12, 1999
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Awards Contracts to Raytheon, Battelle and TRW For Security Equipment Technical Services

WASHINGTON—The Federal Aviation Administration today announced that it has awarded three contracts worth up to $213 million to Raytheon Technical Services of Burlington, Mass.; Battelle of Columbus, Ohio; and TRW of Fairfax, Va. These companies will provide the technical services necessary to support the agency's continued deployment of advanced security equipment to the nation's airports.

"Safety is President Clinton and Vice President Gore's top transportation priority," U.S. Secretary of Transportation Rodney E. Slater said. "Today's contract awards fulfill a key recommendation of the White House Commission on Aviation Safety and Security, under the vice president's leadership, and have helped make our aviation system even safer and more secure."

"The White House Commission recommended that the FAA widely deployed a significant number of explosives detection devices to enhance security, and that deployment is well under way," said Administrator Jane F. Garvey. "Today's contracts will provide for smooth installations in the future and ensure that both the equipment and the operators are performing as they should."

By the end of fiscal year 1999, the FAA will have purchased hundreds of sophisticated security devices for the nation's 80 busiest airports, including 136 bulk explosives detection devices for screening checked bags and 630 trace explosives detectors for scanning carry-on bags. With continued funding from Congress over the next few years, the agency plans to buy additional equipment and expand the deployment to smaller airports. Other purchases for this fiscal year include 420 new X-ray machines capable of running imaging software for training and monitoring checkpoint screeners, as well as 320 computer-based training workstations for screeners. Today's contracts will provide the technical support services necessary for all of these deployments.

- more -

Under a contract worth up to $180 million over five years, Raytheon Technical Services was selected to provide equipment integration, installation and technical support. Raytheon's tasks will range from initial site surveys and transportation, to the installation and integration of equipment into existing baggage-handling systems. Raytheon is also tasked with providing initial training for the airline personnel who will be operating and maintaining the equipment.

The FAA awarded Battelle a contract valued at up to $20 million over five years for testing and technical services. It will be Battelle's job to check equipment at the factory, during FAA on-site acceptance, and after installation and screener training to make certain it continues to operate according to specifications.

A third contract for independent operational testing and evaluation worth up to $13 million over five years went to TRW. TRW will take an unbiased look at the equipment and the operators to make sure the technology is performing correctly in the airport operating environment and is being used properly, both after installation and at regular periods afterward.

The FAA expects to award a fourth contract soon worth up to $4 million over five years for ongoing training program development for new security technologies and technical support to the air carriers using the new equipment.

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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 62-99
Thursday, May 20, 1999
Contact: Lynn McCloud
Phone: 202-267-3057

MEDIA ADVISORY

FAA Administrator Jane F. Garvey
To Speak at National Press Club Luncheon On May 21

WASHINGTON -- The Federal Aviation Administration Administrator Jane F. Garvey will speak on May 21, 1999, at the National Press Club. Her topic is "Taking Aviation Into a New Century. The luncheon, which begins at 12:30 p.m., will be held in the ballroom.

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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 63-99
Saturday, May 22, 1999
Contact: Les Dorr
Phone: 202-267-8521

FAA Orders Inspections of Boeing 727 Fuel Tank Conduits

WASHINGTON – As a precautionary measure the Federal Aviation Administration (FAA) late last night ordered operators of high-time Boeing 727 aircraft to test for holes in conduits carrying electrical wires through fuel tanks.

The telegraphic Airworthiness Directive (AD) requires a test to determine if electrical arcing has burned a hole in conduits (pipes) carrying fuel pump wiring through the tanks. While an aircraft is on the ground, operators must fill the tanks with fuel so that the conduit is covered. If a leak occurs, the plane must be repaired before it is returned to service.

The compliance time for inspections depends on the number of total flight hours accumulated on the airplane. For airplanes with 50,000 or more total flight hours, the inspection is required within 5 days. For airplanes with less than 50,000 flight hours, the inspection is required prior to the accumulation of 30,000 flight hours, or within 10 days, whichever occurs later.

The FAA's action resulted from reports of severe wear on the fuel boost pump wiring, and arc-through of the surrounding conduit, on two Boeing 727s with more than 50,000 total flight hours. This condition has been attributed to rubbing of the wire against the inside wall of the conduit, which wore through the wire coating and exposed the metal wire itself. Ultimately, this caused electrical arcing that burned a hole in the conduit.

The FAA acted because arc-through of the conduit presents an ignition source inside the fuel tank. This condition, if not corrected, could result in ignition of fuel vapors and a fuel tank explosion. Also, the resultant hole in the conduit provides a path for fuel to leak from the fuel tank.

The AD affects 1,051 U.S. registered Boeing 727s. Worldwide, there are 1,381 such aircraft. The FAA estimates that the fuel tank leak check will take approximately four hours. Total estimated cost for the U.S. fleet is $252,240.

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The FAA will soon follow up with a requirement to inspect wires in all fuel tanks in the Boeing 727.

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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 64-99
Monday, May 24, 1999
Contact: Tammy L. Jones
Phone: 202-267-8521

FAA RELEASES NEW AIRCRAFT ENGINE SAFETY TOOL TO INDUSTRY

WASHINGTON – The Federal Aviation Administration (FAA) today released to industry a new computer tool designed to reduce the disk failure rate in turbine-powered jet engines. The computer tool complements the actions announced earlier by FAA Administrator Jane F. Garvey, that required enhanced inspections of engine fan disks to detect cracks that are precursors to uncontained disk failures.

The disk design and life management tool, called "Design Assessment of Reliability with Inspection," allows engine manufacturers to improve disk structural integrity. The code runs on a computer workstation. Engine manufacturers can use the code with their design systems as a FAA recommended method to meet a planned advisory circular on disk life management.

"This new tool represents a major breakthrough in our safety research program," said Steve Zaidman, FAA's Associate Administrator for research and acquisitions. "As part of the agency's Safer Skies Agenda, Administrator Garvey promised to reduce the rate of accidents caused by uncontained engine failures, and this technology will help us accomplish that goal."

Disks are heavy high-speed rotating parts inside an engine with attached fan blades that produce thrust. When the disk fails, it can have catastrophic results. Fast-moving fragments from the disk can disable or damage the airplane. Undetected material or manufacturing flaws in turbine engine disks can undermine a disk's structural integrity. For example, investigators traced the 1989 fatal accident of a DC-10 at Sioux City to an undetected material defect in the disk that resulted in an uncontained disk failure.

While historically the current engine rotor design and life methods have served the industry well, the new computer code will enhance these methods by explicitly addressing these defects. Advances in nondestructive inspection and manufacturing process improvement through new technology, in conjunction with the announced engine inspection program, have significantly reduced the occurrence and enhanced the detection of these already rare defects. The application of this new tool will provide a further measure of safety by allowing disk designers to assume the potential presence of tiny flaws in the design life determinations. This new method also will give insight into planning the most effective inspection program.

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This technology is the result of a four year FAA-funded research, engineering and development grant, sponsored by FAA's Engine and Propeller Directorate with the Southwest Research Institute (SwRI) in San Antonio, Texas. SwRI developed the tool in collaboration with engine manufacturers AlliedSignal, Rolls Royce-Allison, General Electric, and Pratt & Whitney. Copies of the software are available to industry.

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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 65-99
Monday, May 24, 1999
Contact: Les Dorr
Phone: 202/267-8521

FAA Orders Anticipated Fuel Pump Wiring Inspections for Boeing 727s

WASHINGTON –The Federal Aviation Administration (FAA) today ordered operators of Boeing 727 aircraft to inspect, and replace if necessary, electrical wires running through the aircraft's fuel tanks.

The agency previously announced it would follow its May 22 order for Boeing 727 fuel tank leak checks with a more comprehensive order for wiring inspections. Today's telegraphic Airworthiness Directive (AD) requires that operators remove and inspect wire bundles carried in conduits (tubes) through 727 fuel tanks. If chafing is found, the wires must be replaced.

The order also requires that all the wires be wrapped with an additional protective layer of Teflon. This must be done immediately if the Teflon wrapping is available, otherwise at the next scheduled maintenance check.

The time frame for performing the inspections, Teflon wrapping and possible wire replacement depends of the number of flight hours on the aircraft:

- Aircraft with 50,000 or more hours -- 20 days
- Aircraft with 30,000 to 50,000 hours -- 30 days
- All other aircraft -- before reaching 30,000 hours.

The AD affects 1,051 U.S. registered Boeing 727s. Worldwide, there are 1,381 such aircraft. The FAA estimates that the inspection and Teflon wrapping will take 12 employee-hours per aircraft. Total estimated cost for the U.S. fleet is $756,720. These figures do not include wire replacement, if necessary, but those costs are expected to be minimal..

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The FAA's actions are intended to detect and correct chafing of wire insulation inside conduits installed in the fuel tanks of Boeing 727 aircraft. Fuel pumps on these models are electrically powered by wiring encased in metal conduits. Teflon sleeves separate the wires from the conduits to protect the wire insulation from chafing during vibration. Chafing could expose the wires and potentially lead to electrical arcing that might penetrate the conduit, resulting in a possible fire or explosion of the fuel tank.

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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 66-99
Tuesday, May 25, 1999
Contact: Alison Duquette
Phone: 202-267-8521

FAA Names Flight Standards and Aircraft Certification Executives

WASHINGTON -- Federal Aviation Administration (FAA) Associate Administrator for Regulation and Certification Thomas E. McSweeny today announced that Ava L. Mims has been named deputy director, Flight Standards Service; and Ronald T. Wojnar, deputy director, Aircraft Certification Service.

With nearly 20 years of aviation experience, Mims will work with Flight Standards Service Director Nick Lacey to lead an organization of more than 4,500 safety inspectors and other aviation professionals. Their main focus is to set safety standards for the aviation industry and oversee regulatory compliance. Working in partnership with other government agencies, and commercial and general aviation groups, Mims will play a key role in implementing the agency's *Safer Skies* agenda.

Previously, Mims was manager of the Flight Standards Service Aircraft Maintenance Division where she developed rules and regulations, standards, programs, plans, policies and procedures for the airworthiness and maintenance of commercial aircraft. She also oversaw the maintenance aspects of the certification of operators, airmen and air agencies; maintenance performance standards to ensure aircraft and rotorcraft airworthiness; and type design, manufacturing and flight operations. From September 1995 to September 1997, she was special assistant to the director of the Aircraft Certification Service. She also spent six months working on the National Civil Aviation Review Commission. Mims has served as an FAA aviation safety inspector, assistant principal manufacturing inspector, and a manager in the FAA's Production Airworthiness Certification Division. Prior to joining FAA, she worked for the Department of Defense and has over 10 years of experience as a quality assurance representative and supervisor.

As deputy director of the FAA's Aircraft Certification Service, Wojnar will work with Director Elizabeth Erickson to oversee a staff of 1,000 engineers, inspectors and other aviation professionals. Together they will establish standards for the design, testing and production of civil aircraft and aircraft components, oversee regulatory compliance, and monitor the continued safety of these products. Wojnar will continue to play a major role in the implementation of the *Safer Skies* agenda.

- more -

Wojnar has extensive aviation experience ranging from general aviation to transport aircraft. He has been serving as manager of the FAA's Transport Airplane Directorate in Renton, Wash., since July 1992. His responsibilities include national policy and regulations for transport airplane airworthiness standards and the continued operational safety of the U.S. transport fleet. He oversees all FAA engineering and production activities in the western United States and is co-leader of the *Safer Skies* commercial Joint Safety Analysis Team.

Previously, Wojnar managed the Certification Service's Aircraft Manufacturing Division for three years at Washington Headquarters. From January 1987 to July 1989, he managed the Manufacturing Inspection Office at the agency's Small Airplane Directorate in Kansas City, Mo. He began his FAA career in 1975 as an aviation safety inspector for the Great Lakes Region Engineering and Manufacturing District Office. He then became a manufacturing specialist in the region from October 1982 until 1986, later becoming manager of the Region's Manufacturing Inspection Office before moving on to Kansas City.

Wojnar earned a Bachelor of Science degree in Aeronautical and Astronautical engineering from Purdue University in 1971. He is a commercially rated pilot, and a licensed airframe and powerplant mechanic. Wojnar rebuilds his own airplanes, and is currently working on his Stearman biplane. He also served 25 years in the U.S. Air Force and Air National Guard as an aircraft maintenance officer and squadron commander.

Mims is now working in her new position. Wojnar will begin his new position in July.

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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 67-99
Friday, May 28, 1999
Contact: Fraser Jones (FAA)/Pamela Richardson (PASS)
Phone: (FAA) 202-267-8521/(PASS) 202-293-7277

FAA/PASS AGREE TO MEDIATION

WASHINGTON – The Federal Aviation Administration (FAA) and the Professional Airways Systems Specialists (PASS) agreed today to resume negotiations with the help of a mediator. While negotiations over a comprehensive new labor agreement for 7,600 employees of the FAA represented by PASS have not been easy, substantial progress has been made on a number of issues in a series of cooperative and mutually respectful discussions. The expectation of both parties is that a complete agreement can be reached with this additional step.

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Broadcast Message

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Good evening. This is Mike Fanfalone with a Broadcast Message for Thursday, May 27, 1999. This message is to give a status report on where we are with the AF negotiations.

This afternoon, Vice President Brantley and I met with Administrator Garvey to attempt to break the impasse that has been keeping us from resolving the national PASS-AF negotiations. Also at the meeting was Mr. Ed Wytkind, the Executive Director of the Transportation Trades Department (TTD) of the AFL-CIO. With the expert advice and assistance of Ed and the sincere desire of the Administrator, an agreement was reached that we believe will enable an amicable resolution.

In essence, the agreement is as follows:

PASS and the FAA will continue to negotiate over any yet unresolved issues with the assistance of a mutually agreed on federal mediator. This mediation process will be overseen by the AFL-CIO to protect the integrity of a true mediation. This process will begin as soon as scheduling can be arranged.

Secondly, any agreements reached through this process will be actively and openly supported by the Administrator and together, with the assistance of the AFL-CIO if necessary, we will work any political or funding issues that an agreement may raise.

Thirdly, each of the parties expect that an amicable resolution will be reached and any agreements would then become effective October 1st. Any pay agreements that could not be implemented by October 1st would be retroactive to that date once implemented.

Additionally, PASS has agreed not to engage in any type of informational picketing this weekend.

And, lastly, tomorrow PASS and the FAA will be issuing a joint press release announcing this breakthrough in our deadlock.

I am confident that, with the help of the TTD, this process will provide for a resolution that both PASS and the FAA will proudly support.

Given this agreement and the fact that the main issue that still needs to be decided is the pay of nearly 6,300 technical workers whom PASS represents, I feel it to be more prudent to hold off any ratification process until an entire package can be presented to our membership. The tentative agreements made to-date are still being verified and proof-read and I will be working with the FAA over the next several days to determine an appropriate communications strategy.

I want to thank the membership of PASS who have stood together in

solidarity through this arduous ordeal. It is only through the support of our members that the end is now truly in sight. I feel that this is a wonderful opportunity to encourage the non-members to join with us, PASS and the FAA, in working towards a successful conclusion. We have adopted a win-win strategy and it is now time for the non-members to support us.

I am proud to work for each of you.

Fraternally,

Mike Fanfalone

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