FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 86-99
Wednesday, August 4, 1999
Contact: Henry J. Price
Phone: 202-267-8521

Key Agency Financial Positions Filled

WASHINGTON -- Federal Aviation Administration (FAA) Administrator Jane F. Garvey announced today the appointment of three key officials to manage the agency's financial resources. Donna R. McLean now takes the position of assistant administrator for financial services, John F. Hennigan becomes deputy assistant administrator for financial services, and Brian Riley is appointed as director of the Office of Budget.

"I am so pleased these talented and dedicated public servants have accepted these important positions at the FAA," said Garvey. "These individuals will help the agency better determine long-term financial needs as we work to modernize and enhance the safety of the nation's airspace system."

McLean replaces the retiring Carl B. Schellenberg who served the agency in many capacities, including director of the FAA's Office of System Capacity, executive director of FAA reform, and regional administrator for the agency's Western Pacific Region.

Since February 1993, McLean served as a professional staff member in the House of Representatives, Transportation and Infrastructure Committee Subcommittee on Aviation. While serving on the congressional panel, McLean was responsible for drafting legislation and monitoring a variety of aviation issues, including the FAA budget, modernization of the air traffic control system, reauthorization of the agency, and FAA's efforts to resolve year 2000 computer problems. During this period, McLean also served as a professional staff member to the National Civil Aviation Review Commission in 1997.

The assistant administrator for financial services is the chief financial officer of the FAA. McLean will manage the agency's financial resources by providing executive leadership and oversight regarding accounting, budgeting, and financial management, as well as cost and performance management. McLean will serve as a principal advisor to the administrator and other management officials in providing financial and management advice on significant agency planning, policy, and decision-makings. She will also direct, manage, and provide policy guidance, and oversight to headquarter's financial personnel.

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McLean's career has also focused on aviation as a research associate for the Aviation Safety Commission from August 1987 to April 1988; assistant budget examiner for th e U.S. Office of Management and Budget (OMB) from April 1988 to August 1988; program analyst for the Budget and Programs Office at the Office of the Secretary of Transportation from August 1989 to April 1990; as well as a budget examiner on FAA accounts for the Transportation Branch of the OMB from April 1990 to February 1993. Furthermore, she served as research assistant for the OMB, analyzing proposed Clean Air Act amendments from May 1987 to August 1987. Having earned a bachelor of arts degree from Indiana University in 1986, McLean received a masters of public affairs at the university's School of Public and Environmental Affairs in 1989.

As deputy assistant administrator for financial services and deputy chief financial officer, Hennigan will assist McLean in carrying out all her duties. He will also serve as a key advisor to the FAA administrator, deputy administrator, and other management officials. Prior to accepting this new position, Hennigan served as deputy director of the FAA Office of Aviation Policy and Plans since January 1991. There he worked on a range of policy and management issues including FAA financial reform efforts, reauthorization legislation, aviation taxes and charges, and economic aspects of aircraft noise and emissions policy. During this period in the policy office, Hennigan was detailed to staff assignments with Vice President Gore's National Partnership for Reinventing Government, The National Civil Aviation Review Commission, and The White House Commission on Safety and Security.

Hennigan began his public service in 1976 as a staff economist at the Interstate Commerce Commission. There he served in various positions including the director of the Office of Policy and advisor to the chairman. The most important issues and work assignments involved preparation of analytical reports and legislative support of regulatory reform/deregulation of surface transportation industries. In 1990, Hennigan was selected by the President's Commission on Executive Exchange to serve a one-year assignment as a government exchange executive with the Transportation Industries Group of the IBM Corp. A private pilot since 1970, Hennigan received a Bachelor of Arts degree in economics from Xavier University in Cincinnati, Ohio that same year.

Riley comes to the FAA after serving since March 1995 as senior analyst for the transportation and science on the Senate Budget Committee. As director of the Office of Budget, he will direct the central budget of the FAA and oversee the agency's budgetary systems. Riley will also serve as key fiscal advisor to the assistant administrator for financial services and the FAA administrator.

From April 1992 to 1994, Riley served as a federal legislative officer for the Maryland Department of Transportation Office of the Secretary. There, his aviation work included responsibility for representing state airports and the Port of Baltimore. Prior to his work for Maryland, he served in various capacities for Sen. Connie Mack, R-Fla., where he focused on transportation, budget, finance, business, industry affairs, commerce, space transportation, science, and technology issues. Riley earned a bachelor of science degree in history and political science in 1988 at The American University.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 87-99
Wednesday, Aug. 11, 1999
Contact: Alison Duquette
Phone: 202-267-8521

FAA to Order Insulation Replacement on Select Aircraft

WASHINGTON – To reduce the risk of the spread of fire aboard aircraft, FAA Administrator Jane F. Garvey today said the agency is ordering operators of 699 aircraft to replace insulation blankets covered with metalized Mylar within four years. The FAA is also strongly encouraging operators to accomplish the insulation replacement during the earliest practical maintenance check.

The announcement follows eight months of extensive testing in support of the development of a new test standard for aircraft insulation.

The FAA is going beyond the current, acceptable level of safety and is proposing an even higher standard for testing insulation on all new aircraft. The new test standard was developed by the FAA with input from world-renowned fire experts. The agency plans to issue a proposal for all new aircraft later this year.

While other insulation materials in the current U.S. fleet are safe, tests show that metalized Mylar falls far below the new test standard. The proposed Airworthiness Directives (ADs) would affect DC-10, MD-11, MD-80, MD-88, and MD-90 aircraft. They will require operators to remove metalized Mylar-covered insulation. Replacement materials must meet the FAA's new proposed flame propagation standard that is based on the American Society for Testing and Materials (ASTM) standard for flammability. Materials such as polyimide, certain polyvinylfluorides and certain fluoropolymer composites have been shown to be capable of meeting the ASTM test.

"The FAA's track record shows that we don't hesitate to have airlines retrofit the fleet when there is a threat to passenger safety," said Garvey. "We've weighed the benefit of replacing insulation, reviewed the service history of these aircraft and have made the right decision based on scientific data."

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Anytime an aircraft is taken apart, there is a possible risk of damaging aircraft wiring. Replacing aircraft insulation is complex and must be performed safely to avoid unintended consequences. Insulation is not easily accessible and replacement involves removal of overhead panels and floors. The work must be accomplished at the earliest maintenance check, but no later than four years. This allows for a safe and deliberative process designed to minimize the possibility of creating unintended safety problems.

Flammability tests were conducted at the FAA's William J. Hughes Technical Center, a premier aviation research, development, engineering, test and evaluation facility located in Atlantic City, N.J. Working with input from aviation experts around the world, the FAA replicated how different insulation materials behave in simulated fire situations. Using the new standard, FAA scientists measured a material's ability to prevent or contain the spread of fire. Metalized Mylar fell short of an acceptable safety level and far below the new standard. It ignites much more easily than other materials and can spread fire because its properties are much different. The other materials performed better than originally anticipated and meet the acceptable level of safety. While these materials may not meet the new, higher standard, they do not pose a threat to aviation safety.

The FAA continues to work closely with the international aviation community through the Joint Aviation Authorities in Europe and with the Canadian and Japanese airworthiness authorities on the new test standard for aircraft insulation.

Of the 1,230 airplanes in the worldwide fleet affected by the AD, approximately 699 airplanes are registered in the United States. U.S. operators include: American Airlines, Delta Air Lines, Continental Airlines, Trans World Airlines, Alaska Airlines, Federal Express, Reno Air, Aeromexico and US Airways.

The estimated cost to U.S. operators is approximately $255 million, $380,000 to $880,000 per airplane.

Comments must be received 45 days from publication in the *Federal Register*.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 88-99
Friday, August 13, 1999
Contact: Les Dorr, Jr.
Phone: 202/267-8521
FAA Technical Center: Holly Baker
Phone: 609/485-6253

FAA, ATA, UPS Test New Satellite Technology

The Federal Aviation Administration (FAA), United Parcel Service (UPS) and the Air Transport Association (ATA) are set to conduct flight tests of a system that ultimately could let aircraft land safely in any weather using satellite navigation technology.

The tests, using a prototype of the FAA's Local Area Augmentation System (LAAS), will take place Aug. 14-15 at the agency's William J. Hughes Technical Center, adjacent to Atlantic City International Airport in New Jersey. LAAS is designed to enhance the safety and efficiency of air travel by increasing the accuracy and availability of Global Positioning System (GPS) satellite signals for approaches and landings at airports under virtually all weather conditions.

Specifically, the flight tests will study the benefits of integrating a "pseudolite" into the existing FAA LAAS prototype. A pseudolite is a ground component installed at the airport that appears to be another GPS satellite to an aircraft's navigation system. This technology provides the high system availability required for planes to conduct all weather operations using GPS signals. The tests also will collect data to determine the signal accuracy achieved by using the pseudolite broadcast.

In the Atlantic City tests, a UPS Boeing 767 flown by company pilots will perform 40 approaches down to as low as 25 feet above the runway. The pilots will fly some approaches manually; others will be coupled to the aircraft's autopilot.

The LAAS and GPS signals will be processed by equipment specially installed aboard the 767 for these tests. This equipment will provide navigation guidance to the aircraft's existing systems during the approaches. Precise data will be collected from several sources to determine if the system performs satisfactorily.

LAAS can tell pilots where their aircraft is to an accuracy of less than one meter, and the system can be used in all visibility conditions. It complements the Wide Area Augmentation System (WAAS) that the FAA is now developing and acquiring.

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WAAS is a GPS-based navigation and landing system that will provide the accuracy, integrity, availability and continuity needed to support all phases of flight through Category 1 precision approaches.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 89-99
Mon., Aug. 16, 1999
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Statement on Utilization of Explosives Detection Systems

The Federal Aviation Administration (FAA) would like to correct any suggestion, as reported in the Chicago Tribune of Aug. 11 ("FAA Says Airlines Lax on Bag Security"), that Northwest Airlines or British Airways has been at fault in its use of explosives detection equipment provided by the FAA. Both airlines have been in compliance with the pertinent regulations and security programs.

While it is true that some machines are not scanning bags at rates the agency expects, we do not yet know why this is happening. Some equipment may have been installed in sites that make it difficult for more than one airline to use. At other locations, we may find that passenger traffic is not as high as it was predicted to be. At still other sites, we may determine that low usage of machines is acceptable when higher threat levels for flights to particular countries make that a wise security choice.

Understanding this complex issue will take analysis of each installation. The FAA has initiated a 60-day examination of all the low-use machines, and will visit each site and study all the factors involved before determining how usage can be increased.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 90-99
Monday, Aug. 16, 1999
Contact: Paul Turk
Phone: 202-267-8521

FAA Statement on JFK Airport Light Rail System

The Federal Aviation Administration today approved the Port Authority of New York and New Jersey's request to impose and use passenger facility charge (PFC) revenue for an airport ground access project at John F. Kennedy International Airport (JFK). This ground access system, submitted to the FAA as the JFK Light Rail System (LRS), is now called "AirTrain."

In its decision, the FAA approved the use of $1.148 billion in PFC funds for eligible components of the system. In reaching its decision, the FAA addressed all comments submitted by the public.

The FAA's decision reestablishes all of the authorities and conditions previously approved in the agency's Feb. 9, 1998, decision to permit PFC funding of this project. In a legal challenge to that decision, the U.S. Court of Appeals agreed with the FAA's reasoning on all substantive issues presented to the court. However, the court faulted the FAA for the procedures it used to consider information submitted by the Port Authority after the close of the public comment period on the project. The court vacated the decision and remanded the PFC application to the FAA to correct this procedural flaw. In response to the Court's decision, the FAA made this information available for public review in a second public notice and comment period. The comment period for this information closed on June 14, 1999.

AirTrain consists of three components, an on-airport circulator and two rail links—at Howard Beach and Jamaica—to the city's transit system. By providing alternative ground access to the airport, this project will alleviate congestion on roadways and along terminal frontages.

The FAA determined that the PFC application met the following statutory and regulatory requirements for approval of PFC authority:

- The system is eligible under the PFC program's legal framework;
- The system will preserve or enhance capacity of the national air transportation system; and
- The system is adequately justified.

The FAA notes that "AirTrain" has the support of Congressional, local, regional, and state officials.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 91-99
August 18, 1999
Contact: Tammy L. Jones
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FAA Selects Embry-Riddle for 1999 Excellence in Aviation Award

WASHINGTON –Federal Aviation Administrator Jane F. Garvey today announced the selection of Embry-Riddle Aeronautical University as the winner of this year's Excellence in Aviation Award for its continued contributions in aviation research and education.

The Excellence in Aviation designation is a competitive, non-monetary award presented annually to individuals or institutions following an evaluation of documentation which clearly shows how their past research benefits the aviation community today.

"For more than seven decades, Embry-Riddle has supported our mission and the nation's aviation goals through its applied aviation research activities and ongoing academic programs," said Administrator Garvey. "Working with both government and industry, the university has made valuable contributions in areas such as air traffic management, aviation human factors, pilot education and training, aircraft maintenance, and airframe design and technology."

The world's only fully-accredited aviation-oriented university, Embry-Riddle enrolls 22,000 full-time and part-time students from 50 states and more than 100 countries on its campuses in Daytona Beach, Fla., and Prescott, Ariz., at more than 100 teaching sites in the United States and Europe, and through distance learning technology, such as the Internet. The university offers more than 30 degree programs through the master's level in aeronautical science, aviation maintenance, business, computer science, engineering and human factors. Its academic programs in aeronautical science, aerospace engineering, and engineering physics are the largest in the United States. The facility offers Federal Aviation Administration (FAA) -approved certification programs in flight (private, commercial, instrument, multi-engine, flight instructor, and instrument flight instructor ratings), flight dispatch and maintenance technology (airframe and powerplant).

"This prestigious award is a tribute to the research commitment of our faculty and students," said Embry-Riddle President George H. Ebbs. "Our objective has always been to set the agenda for the aviation and aerospace community and lead in the training and development of its professionals. This recognition by the FAA underscores our dedication to this objective."

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The breadth of this research activity is made possible through multiple affiliations and partnerships with government, industry, and academic organizations. These include membership in the FAA's Center of Excellence for Airworthiness Assurance its National Center of Excellence for Aviation Operations, and the National Safe Skies Alliance, as well as participation on numerous teams of industry contractors.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 92-99
August 19, 1999
Contact: Henry J. Price
Phone: 202-267-8521

Nation's Airline Fleet Reaches Historic Reduction in Aircraft Noise

WASHINGTON -- In a report submitted to Congress, Transportation Secretary Rodney E. Slater has announced that the nation's commercial jet aircraft fleet is the quietest in history and will continue to achieve record low noise levels into the next century.

"President Clinton and Vice President Gore are strongly committed to protecting all aspects of the environment," said Slater. "This report demonstrates that we are moving forward in the reduction of aircraft noise in the nation's skies, and that the U.S. airline industry will continue with efforts to reduce noise and improve environmental impacts."

The Airport Noise and Capacity Act of 1990 required that all civil aircraft over 75,000 pounds be "Stage 3" by Jan. 1, 2000. While highly technical to calculate, the Federal Aviation Administration (FAA) has found that roughly five Stage 3 aircraft equal the noise levels of one Stage 2 aircraft. A total of 7,438 aircraft are affected by this law -- with 86 percent of this fleet being Stage 3 compliant. On Dec. 31, 1998 all individual operators met or exceeded the interim date for compliance for 75 percent of their fleets to be the quieter Stage 3. The FAA fully expects the nation's aircraft fleet to meet the 100 percent requirement by next year's deadline.

FAA Administrator Jane Garvey said, "I am very pleased that, working with the airlines, we have been able to make these significant environmental benefits in aviation. The FAA and the entire aviation community are committed to a cleaner, less noisy airspace system, and this report shows we are living up to that commitment."

For the seventh consecutive year, both foreign aircraft flying into the United States and domestic operators have been ahead of the requirement for the transition to quieter airplanes. The FAA report to Congress shows that during 1998 there were 479 noisier Stage 2 aircraft removed from service and 745 Stage 3 aircraft have entered service in the United States.

In addition to purchasing newer jets or installing new jet engines on existing planes, some operators comply with the Stage 2 phase-out requirements by installing FAA certified, Stage 3 noise level "hushkits." These devices reduce noise much like an improved muffler on an automobile. With these options, many airline operators are already at 100 percent Stage 3 fleets.

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With Stage 2 and 3 requirements and a host of other methods, the FAA since the 1970s has significantly reduced the impact of aircraft noise on Americans. In 1975, with roughly 250 million people flying, about 7.5 million people were affected by aircraft noise levels daily averaging 65 decibels. Next year, with more than 600 million people flying, the FAA estimates that only about 600,000 people will be affected by similar noise levels. In addition, the FAA is already working with the airlines, aircraft and engine manufacturers, as well as the International Civil Aviation Organization (ICAO) to develop even quieter Stage 4 levels.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 93-99
Wed., Sept. 15, 1999
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Proposes Fine against Continental for Security Violations

WASHINGTON—The Federal Aviation Administration (FAA) announced today that it is seeking $120,250 in civil penalties against Continental Airlines for allegedly failing to apply appropriate security measures on a flight from Houston to London in 1998.

An FAA special agent discovered the alleged violation on Aug. 25, 1998, at London Gatwick Airport while the agent was performing an audit of Continental's passenger baggage match procedures. During the inspection, the FAA special agent found that Continental had transported 13 unaccompanied bags on a flight from Houston to London Gatwick Airport.

Upon notification, Continental Airlines took immediate corrective action and a subsequent FAA inspection verified the airline's security measures were again in compliance.

The announcement of the civil penalty proposed today is being made in accordance with the FAA's policy of releasing information to the public on enforcement actions that involve penalties of $50,000 or more. The details of this action could not be made public earlier, however, because the March 21, 1997, Sensitive Security Information rule states the agency will not release such information for 12 months after the event occurs to avoid divulging potential vulnerabilities in the aviation system.

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FOR IMMEDIATE RELEASE
DOT 141-99
September 17, 1999
Contact: Eliot Brenner
Phone: (202) 267-8521

U.S. Departments of Transportation and Interior Agree on New York Weather Radar Placement

DOI Contact: John Wright
(202) 208-6416

The U.S. Departments of Transportation and Interior today announced agreement on the siting of a Terminal Doppler Weather Radar (TDWR) at Floyd Bennett Field inside the Gateway National Recreation Area in New York.
"This advanced technology will provide enhanced safety to the millions of travelers who depend on LaGuardia and JFK Airports while preserving the environment and the nearby community," Transportation Secretary Rodney E. Slater said.

"This agreement will serve the interest of public safety and the environment," said Interior Secretary Bruce Babbitt. "The provision of this agreement is designed to minimize the potential impact on the visitors' experience within the boundaries of Gateway National Recreation Area."

Under the agreement signed by Slater and Babbitt, the FAA will transfer the site to the park within 90 days after the radar is commissioned. The TDWR will be removed no more than 20 years after it is commissioned, or sooner if alternative technology becomes available. The Federal Aviation Administration (FAA) has made the early removal of the TDWR at this site one of its highest priorities. In addition, after the TDWR is removed, the site will be restored to grassland. These provisions will ensure that, over the long term, the agreement not only protects the public safety, but also enhances the recreation values in the Gateway National Recreation Area.

In addition, the FAA will spend $180,000 on facilities improvements in the park, minimizing the visual impact on visitors in areas near the radar. Additionally, the FAA will inform the public about the importance and science of weather radar.

Earlier this year the FAA identified Floyd Bennett Field as the best site to provide overall radar coverage for both airports. The final decision on the site was determined after careful consideration was given to aviation safety and operational needs as well as potential environmental impacts. The FAA and the National Park Service are working together to ensure the protection of natural

resources at Gateway National Recreation Area.

The TDWR is an advanced radar system that reduces the likelihood of aircraft accidents caused by wind shear and other weather-related conditions. It has the potential to save the lives of aircraft passengers and people on the ground. Also, information from the TDWR assists airport operators and air traffic control by improving airport efficiency. Construction on the radar is expected to begin in November.

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FOR IMMEDIATE RELEASE
ASW99060002
September 22, 1999
Contact: John Clabes
Phone: 405-954-7500

Houston Debuts 21st Century Air Traffic Control System

HOUSTON, September 22, 1999 – Continuing the Federal Aviation Administration's (FAA) intensive program to modernize major portions of the nation's air traffic control system, the FAA today dedicated a new radar display system and HOCSR, the oceanic computer system replacement, in the Houston air-route traffic center at George Bush Intercontinental Airport.

The Display System Replacement (DSR) succeeds older equipment at the facility with high resolution color displays, improved real-time weather information and weather displays, improved operational flexibility, built-in redundancies and efficient software upgrade capabilities.

"This state-of-the-art system is another milestone in our continuing effort to infuse new technologies into the air traffic control system of tomorrow," said Monte R. Belger, assistant administrator for air traffic services. "From an operational point of view, it is a cornerstone of our air traffic modernization efforts, and from a financial point of view, its nationwide installation is on schedule and within budget."

With DSR in operation, Houston Center air traffic control operations have moved to a new control room environment. The complex transition of operations to the new environment was accomplished in two days without interrupting or compromising service to the flying public.

DSR technology is now in various stages of installation and testing at FAA en route centers across the country. Lockheed Martin Air Traffic Management of Bethesda, Md., is the prime contractor for the $1.055 billion project.

The FAA continues to aggressively upgrade its air traffic control systems to meet the increasing demands of U.S. aviation. The FAA has completed replacement of the host computes, on budget and ahead of schedule. The host computers process flight plan and radar data and send that information to controllers at the center and other air traffic facilities.

Belger also dedicated the Houston center's new operational Host and Oceanic Computer System Replacement Program, or the new HOCSR. The system gathers all the flight data in domestic and

oceanic airspace, processes it and distributes the information to other facilities. The new HOCSR retires the IBM 3083 and 4381 computer processors and provides a platform for future enhancements. All of Houston Center's major air traffic equipment has been replaced this year, Belger said.

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DSR and HOCSR background material available at www.sw.faa.gov/asw005/newsrelease.html

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 94-99
Wednesday, September 29, 1999
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA Bans MD-11 In-flight Entertainment System

WASHINGTON – Following its review of an In-Flight Entertainment Network System (IFEN) installed on 15 MD-11s worldwide, the Federal Aviation Administration (FAA) today banned installation of the system on all U.S.-registered MD-11 airplanes. The IFEN is not currently installed on any U.S. airplane and is deactivated on Swissair aircraft.

The Canadian Transportation Safety Board (CTSB) has not yet determined the cause of the Swissair accident. However, information from the accident investigation prompted the FAA to review the IFEN system. While the FAA identified areas of concern, the CTSB has not determined that these issues are related to the cause of the Swissair accident.

An FAA review concluded that the IFEN system electrical power switching is not compatible with the design concept of the MD-11 airplane because it limits the flightcrew's ability to respond to a smoke or fumes emergency. Such an emergency would call for removal of electrical power from all non-essential passenger cabin systems, including the in-flight entertainment system. Although the electrical power for the system would eventually be removed as the flightcrew proceeds down the checklist, the installation could be confusing and could possibly cause a delay in identifying the source of smoke or fumes. Pulling the system's circuit breakers is the only means of removing electrical power to the system.

The installation of the IFEN system was accomplished under the authority of Switzerland's Federal Office for Civil Aviation. The work was based on a FAA Supplemental Type Certificate (STC) issued by Santa Barbara Aerospace, a former FAA Designated Alteration Station that surrendered its STC on July 1.

The FAA's order, in the form of a final rule Airworthiness Directive, is effective 15 days from publication in the *Federal Register*. The AD is intended to prevent any reactivation or new installation of the IFEN.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
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Thursday, September 30, 1999
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA TAPS LOCKHEED MARTIN FOR CONFLICT PROBE DEPLOYMENT

WASHINGTON -- The Federal Aviation Administration (FAA) has chosen Lockheed Martin to field the initial stage of a critical technology that will help pave the way for eventual implementation of the revolutionary air traffic management concept called "Free Flight."

Under a $200 million modification to the company's existing contract for the FAA's Display System Replacement (DSR) program, Lockheed Martin Air Traffic Management, Rockville, Md., will continue to develop and deploy the User Request Evaluation Tool (URET). URET, also called a "conflict probe," is a powerful software tool that gives controllers a 20-minute strategic, look-ahead capability to detect potential conflicts when considering pilots' requests for altitude and route changes.

"This agreement emphasizes the FAA's intent to increase the pace of National Airspace System modernization. It indicates our strong support of the aviation community's consensus agreement for deploying new capabilities that will provide early user benefits," said FAA Administrator Jane F. Garvey.

URET will be deployed to seven FAA air route traffic control centers that handle aircraft flying at higher altitudes: Memphis, Indianapolis, Kansas City, Cleveland, Washington, Chicago and Atlanta. The contract modification contains incentives for early delivery by Lockheed Martin. It also incorporates strong cost control provisions and establishes a price ceiling. The agreement covers the period from now through fiscal year 2004. The system will be deployed and available to controllers in late 2001 through 2002.

The FAA chose to modify the DSR contract and use Lockheed Martin because URET will be highly integrated with the DSR consoles now being deployed at FAA en route centers around the country. The FAA had previously structured the DSR contract to accommodate such future upgrades.

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Development of URET has been a collaborative effort between the FAA and the National Air Traffic Controllers Association (NATCA). Controllers have been involved in work on design, human factors and procedures since URET prototypes were delivered to Indianapolis Center in 1996 and Memphis Center in 1997. This collaboration insures that controllers will have an operational decision support tool that will produce benefits for users of some of the nation's busiest airspace.

URET is an important part of the FAA's Free Flight Phase 1 program to bring concrete benefits to U.S. airspace users by the end of 2002. Site selection was done through a consensus with industry to make sure that stakeholders had a voice in determining the initial airspace where benefits from URET would first be realized.

Ultimately, conflict probe technology such as URET will be an essential component of the FAA's air traffic management operations in a "Free Flight" environment. Under Free Flight, pilots will collaborate closely with controllers to choose the most efficient routes, speeds and altitudes for the conditions existing at the time.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 96-99
Monday, Oct. 4, 1999
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Statement on the Inspector General's Report on Airport Access Control

The Federal Aviation Administration (FAA) agrees with the Inspector General's report outlining recommendations for improvements in airport access control. The agency has already focused airports, tenants and air carriers on the problem, and they have made substantial progress in many areas. Once early audit results showed that agents were able to gain unauthorized access to aircraft and secure areas at some airports, the FAA required airports to uncover and fix the vulnerabilities.

The campaign to correct access control difficulties ran from March through May. FAA security agents worked with the airport operators, air carriers, tenants and the airport consortia to test for vulnerabilities and correct deficiencies. Following that, the agency ran a series of aggressive tests--approximately 3,000 tests at 79 airports--and opened 393 enforcement cases for weaknesses in any of the security layers that work together to control access to aircraft.

These tests showed airports had fixed the problems and that industry, once focused, was capable of providing high levels of compliance with regulations. The challenge now is for airports, tenants and air carriers, to sustain strong access control.

To that end, the FAA is taking these steps:

- Permanently increasing the rate of unannounced, intensive access-control testing to keep watch on the state of industry compliance and make sure attention to this important aspect of security does not lapse in the future.

- Accelerating work already under way to improve FAA's data collection, quality control and trend analysis systems.

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- Working jointly with industry to tighten procedures to monitor alarmed doors and control access to parked aircraft from the jet bridge, the ramp, and the departure areas.

- Working jointly with industry to improve employee training for access control awareness.

- Encouraging all airports and air carriers to implement programs for holding individual employees accountable through education and progressive discipline for violations.

- Gathering public comments on a new proposed rule that would allow FAA to take action against individual employees who are not complying with access control regulations.

- Finalizing proposed changes to security regulations for airports and air carriers that would require them to institute local compliance programs to deal with individual employees who do not comply with access control requirements.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
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Contact: Tammy L. Jones
Phone: 202-267-8521

FAA Awards New Contract for Oceanic Data Link Communications

WASHINGTON –The Federal Aviation Administration (FAA) today selected a new provider of data link services for air traffic control in the oceanic area. Societe Internationale Telecommunications Aeronautiques (SITA) of Atlanta will provide Future Air Navigation System (FANS-1) data link communications services to the Oakland, Calif., New York and Anchorage, Alaska, Air Route Traffic Control Centers.

The FANS-1 data link system provides controllers and pilots with the Controller Pilot Data Link Communication (CPDLC) application. CPDLC uses highly reliable digital data links for the exchange of air traffic control-related messages, such as clearances, clearance requests and advisories. The CPDLC service has been in operation at the Oakland and Anchorage centers since 1995. The New York Center is expected to begin operations later this year.

A second FANS-1 application, Automatic Dependent Surveillance (ADS), is expected to become operational within the next three years. ADS allows aircraft to automatically send navigation and guidance data derived from the flight management system and onboard navigation sensors, such as the Global Positioning System (GPS), to air traffic control facilities for the purpose of accurately determining aircraft position. CPDLC, ADS, and GPS, coupled with enhanced controller automation tools, form the basis of the Communications, Navigation, Surveillance/Air Traffic Management concept allowing for reduced oceanic separation standards and dynamic rerouting, with the eventual goal being oceanic free flight.

The FAA has, in the past, paid for this communication service on a per-message basis. As use of the service has increased, so has the cost to provide it. SITA proposed a managed data communications service provided at a fixed cost no matter how many messages are sent or received. This arrangement will allow the FAA to accurately forecast data link communications costs throughout the life of the contract. A cost analysis has shown that this could save up to $6 million.

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SITA is currently one of two companies capable of providing FANS-1 data link service in oceanic airspace controlled by the FAA. SITA also provides FANS-1 data link services to, among others, Airservices Australia, the Civil Aviation Authority of Fiji, and the Civil Aviation Authority of Tahiti. The contract is for one year with four option years and could be worth $1.8 million if all option years are exercised.

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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 98-99
Monday, October 12, 1999
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA DEVELOPS WEB SITE FOR CIVIL AVIATION IN LATIN AMERICA

WASHINGTON— As part of its continuing effort to inform the public about civil aviation safety around the world, the Federal Aviation Administration's International Office for Latin America/Caribbean has developed an internet web site covering Latin America, one of the fastest growing areas in terms of air traffic activity.

The site --- www.faa.gov/ats/atct/aramis -- provides a general overview of civil aviation systems in addition to onsite observations made during inspections. Information includes each country's ability to meet the safety standards established by the International Civil Aviation Organization. The FAA currently evaluates each country's civil aviation authority, which oversees its airline service to the United States under its International Aviation Safety Assessment (IASA) Program. While the new Latin American site will list the IASA results for those countries, results for all countries on which FAA assessments have been completed are also on the web at www.faa.gov/avr/iasa.

Developed in cooperation with Miami air traffic control personnel, the site also is linked to other public sites that provide general information on each country such as passport and visa requirements, health and immunization information, weather, current events, travel conditions, and maps. It is also includes embassy address and telephone/fax information both for the U.S. missions in each country and the country's embassy in the United States. The contact information for each civil aviation authority in Latin America is also available on the site.

For general aviation pilots the site contains aircraft entry requirements, corporate aircraft constraints and special notices.

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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 99-99
Thursday, Oct. 14, 1999
Contact: Tammy L. Jones
Phone: 202-267-8521

FAA Completes Part of its Modernization Program at Air Traffic Control Centers

WASHINGTON –The Federal Aviation Administration (FAA) announced today that it has completed the installation of key computer equipment at 20 air traffic control centers and three oceanic centers. The Host and Oceanic Computer System Replacement (HOCSR) is a key component of the National Airspace System infrastructure modernization program.

"Safety is President Clinton's highest transportation priority," said U.S. Transportation Secretary Rodney E. Slater. "This new equipment employs the latest technology toward the modernization of our air traffic control system, helping to make the world's safest skies even safer."

"I am proud of the technicians who worked on this project to complete the program on schedule and within budget," said Administrator Jane Garvey. "This enables us to deal more efficiently with the rapid growth of air travel."

All 23 air traffic and oceanic centers received new host computers this year. The system provides the main computer and processor that produces and processes information on aircraft movements throughout domestic and oceanic airspace. It is more than four times faster and more reliable than its predecessor, while occupying only an eighth of the floor space of the system it replaces.

The first centers to implement the HOCSR Phase 1 equipment were New York, Albuquerque, N.M., Boston, Atlanta, Denver and Oakland, Calif. The final site in Honolulu was completed on September 30.

The system is based on an IBM 9672 computer, which replaces 1987-vintage IBM 3083 and 4381 mainframe computers. Total life cycle cost for the 10-year life of the program was estimated at $607.2 million.

Lockheed Martin Corporation is the prime contractor and system integrator.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 100-99
October 15, 1999
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA SCHEDULES PUBLIC MEETING ON AIRLINE WORKPLACE SAFETY

WASHINGTON – The Federal Aviation Administration (FAA) will hold a public meeting on Dec. 10 in Washington, DC, as part of an effort to gather data that may ultimately lead to new regulations governing occupational safety and health issues for airline employees.

The FAA has primary statutory authority over occupational safety and health matters for airline employees. The agency has issued numerous regulations affecting the workplace of pilots, flight engineers and flight attendants covering fire protection, protective breathing rescue aids cockpit lighting, noise reduction, smoke evacuation, ventilation, heating and pressurization.

The FAA is seeking comment on several issues including whether there are other crewmember occupational safety and health concerns which should be covered by regulations. The agency is seeking information on the availability of data documenting illness and injury and whether such record keeping should be standardized. The public meeting also will cover whether the working conditions of other employees -- such as ground service workers, contract personnel or maintenance employees should be included in possible future rulemaking.

The FAA also is seeking comment from other government agencies such as Occupational Health and Safety Administration, the Environmental Protection Agency, the National Institutes for Occupational Safety and Health, the Centers for Disease Control, the American Industrial Hygiene Association and the American Society for Safety Engineers.

The meeting will begin at 9:00 a.m. on Dec. 10 at FAA Headquarters, 800 Independence Avenue, S.W., Washington, D.C.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 101-99
Friday, Oct. 22, 1999
Contact: Alison Duquette
Phone: 202-267-8521

Media Advisory
FAA and Aviation Industry to Hold Safety Conference

WASHINGTON – Transportation Secretary Rodney E. Slater and Federal Aviation Administration (FAA) Administrator Jane F. Garvey will participate in a conference on the status of the FAA's Safer Skies Agenda on Wednesday, Oct. 27.

Co-sponsored by the aviation industry, the conference will spotlight progress made toward the Safer Skies goal of significantly reducing the fatal accident rate by the year 2007.

Who: Transportation Secretary Rodney E. Slater
FAA Administrator Jane F. Garvey
Representatives from the aviation industry

What: Safer Skies conference

When: Wednesday, Oct. 27, 9 a.m. to 4:30 p.m.

Where: Grand Ballroom, the Washington Court Hotel, 525 New Jersey Ave., N.W. The hotel is located two blocks from the Union Station Metro.

How: Panel discussions on Safer Skies accomplishments:

- Welcome & introduction: Slater, Garvey
- What the data tell us
- Commercial aviation
- General aviation
- Runway incursions
- Future activities

Reporters are welcome to observe the conference. Reporters interested in attending are asked to call Alison Duquette at 202-267-8521.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 102-99
Thursday, October 28, 1999
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA PROPOSES RULES ENHANCING FUEL TANK SYSTEM SAFETY

WASHINGTON—As part of its continuing effort to improve fuel tank safety, the Federal Aviation Administration (FAA) today proposed a three-pronged rulemaking package that includes setting new certification standards and mandatory maintenance instructions on fuel systems for newly designed aircraft. It also calls for design reviews and mandatory maintenance on existing aircraft.

"This action represents a fundamental change in how fuel tanks are designed, maintained and operated," said FAA Administrator Jane F. Garvey. "This package results from literally thousands of staff hours in investigations and research and development. Indeed, that work is continuing with a broad range of research projects."

The Special Federal Aviation Regulation (SFAR), affecting 6,000 aircraft in the current transport fleet with 30 or more seats, would require a design review revalidating the fuel tank system design to ensure that failures could not create ignition sources within the fuel tanks. Manufacturers would also be required to design specific programs for the maintenance and inspection of the tanks to ensure the continued safety of fuel tank systems.

Today's proposal also calls for changes to aircraft operating rules, requiring operators to develop and implement an FAA-approved maintenance and inspection program for fuel tanks. The SFAR can be obtained on www.faa.gov/avr/arm/nprm/nprm.htm.

The proposed design standards call for a new flammability standard for newly designed aircraft, which minimizes the development of combustible vapors in fuel tanks. Alternatively, manufacturers must provide a means to prevent catastrophic damage if ignition does occur. The new standard also requires assessment of whether ignition sources could be created by failures and for the development of mandatory fuel tank maintenance and inspection programs for newly designed aircraft.

The new certification standards represent a new approach, which builds upon the existing standards requiring fuel tank design and maintenance philosophies to eliminate ignition sources. The new standards call for manufacturers and operators to go a step further to minimize the development of or mitigate the impact of combustible vapors and their potential to cause a fire or explosion in the fuel tank system. Previous design philosophy addressed the prevention of ignition sources as a means of eliminating one side of the "Fire Triangle" as opposed to the oxygen or fuel flammability sides.

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Manufacturers would have 12 months from the date of the final rule to comply with its provisions for conducting safety reviews and developing the required maintenance and inspection programs. Operators would have an additional six months to incorporate a FAA-approved maintenance and inspection program. Together, the cost of these initiatives is expected to be $170 million over 10 years. The comment period for the rulemaking package is 90 days from publication in the Federal Register.

Aircraft Affected By The Special Federal Aviation Regulation

Airbus
A 300
A 310
A 320
A 340
A 330

ATR
ATR 72
ATR 42

Boeing
B 707
B 727
B 737 Series
B 747-200, -300
B 747-400
B 757
B 767
B 777
DC 8
DC 9
DC 10
MD 11
MD 80 Series
MD 90

British Aerospace
BAE ATP
BAE 41
BAE 146

Bombardier
CRJ

De Havilland
Dash 7
Dash 8

Dornier
DO 328

Embraer
EMB 145
EMB 120

Fokker
F 27
F 28
F 100

Lockheed
L 1011

Saab
S 340

Shorts
SD 360

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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

FACT SHEET
October 1999
Contact: Fraser Jones
Phone: 202-267-8521

FAA Actions on Minimum Safe Altitude Warning System

- The Federal Aviation Administration (FAA) used flight inspection aircraft to test all 193 Minimum Safe Altitude Warning Systems (MSAW). Each system tested worked properly.

- During the flight inspection checks, the MSAW generated an aural alarm, where appropriate, and a low altitude "LA" alert on the controller's data block each time the FAA flight inspection aircraft was at or predicted to be at an unsafe altitude.

- The FAA has completed an in-depth review of MSAW parameters at every terminal and enroute facility using automated tools that were not available in 1997. New standards for MSAW adaptation have been developed, and each facility and has been readapted and certified to the new standards.

- To ensure the most accurate MSAW processing, the FAA established a central software support facility that uses automated tools to download digital terrain maps directly from the National Oceanic and Atmospheric Administration (NOAA).

- To ensure integrity, MSAW systems are now inspected monthly, and each system flight inspected every 540 days. Previously there were no uniform guidelines or standards defined concerning the proper way to adapt MSAW site variables.

Background

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

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- For an aircraft to qualify for MSAW processing, it must be transponder equipped with altitude encoding (Mode C) capability and properly identified by the Automated Radar Tracking System (ARTS).

- Using Mode C information and predictive algorithms in the ARTS, calculations are made to evaluate the possibility of an aircraft flying too close to terrain. When these algorithms predict that an aircraft will be too close to terrain, the controller receives both an aural and visual alarm. If the controller judges that the aircraft must be made aware of the situation, the controller will transmit a warning to the pilot using specific phraseology.

- In many cases the predictive algorithms calculate that the aircraft will be too close to terrain when in fact the pilot or controller, or both, have the situation under control. Actuation of an MSAW alarm in these situations is referred to as a "nuisance alarm."

- If nuisance (or false) alarms are allowed to continue in an operation they tend to desensitize the Air Traffic Controller to actual alarms that require action. The ARTS program can be adapted to mitigate some nuisance alarms. Care must be taken, however, not to change adaptation to the point that actual alarms are missed and the intent of MSAW processing is adversely impacted.

- When the ARTS program is initially installed it is adapted in accordance with the national standard. The ARTS program also contains functionality to log MSAW alarm events. This information can then be used to document and analyze the occurrence of nuisance alarms. After evaluation and approval by FAA Headquarters, the ARTS can be re-adapted to reduce the incidence of nuisance alarms without adversely impacting the intent of MSAW processing.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FACT SHEET

Contact: Fraser Jones
Phone: 202-267-8521

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November 1999

FAA News

Federal Aviation Administration, Washington, DC 20591

FACT SHEET

Contact: Les Dorr, Jr.
Phone: 202/267-8521

Terrain Awareness and Warning System

The Federal Aviation Administration (FAA) is finalizing a regulation that will require advanced terrain awareness and warning systems (TAWS) for all U.S.-operated turbine-powered aircraft with six or more passenger seats by 2005.

Controlled flight into terrain, or "CFIT," occurs when an aircraft is under control but the pilots lose their sense of where the plane is in relation to terrain features. In a report released in December 1997, the National Civil Aviation Review Commission noted that CFIT accounted for about one-fourth of worldwide commercial air accidents from 1987 to 1997, and recommended strong action to reduce such accidents.

TAWS displays provide a detailed moving map of terrain around an aircraft to help pilots maintain proper altitude and terrain clearance. Using an existing navigation system, such as the Global Positioning System (GPS), the plane's position is correlated with a database-driven terrain map that gives pilots real-time awareness of their location.

TAWS improves on existing systems by giving flight crews automatic advanced aural and visual warning of impending terrain, much earlier warning, forward looking capability, and the ability to operate the system during landings. These improvements offer more time for the flight crew to make smoother and gradual corrective action.

Airplane position information from the airplane navigation system is fed to the TAWS computer. The TAWS computer compares the airplane's current position and flight path with the terrain database, also in the TAWS computer. If there is a potential threat of collision with terrain, the computer sends warning alerts to the airplane's audio system. The computer also sends display data to either the weather radar, the Electronic Flight Information System or some other display screen, which then shows the surrounding terrain with the threat highlighted.

The FAA published a Notice of Proposed Rulemaking on TAWS on August 26, 1998. The proposed rule would affect aircraft operated under parts 91, 121 and 135. Because operators under part 125 and operators of U.S.-registered airplanes under part 129 must comply with part 91, they would also have to meet this requirement. More than 200 comments were received and analyzed by the FAA as part of its regulatory mandate.

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Even before the FAA proposed the TAWS requirement, many airlines and cargo carriers, both in the United States and overseas, had started ordering and installing TAWS equipment in their aircraft. Members of the Air Transport Association announced their intention to install the equipment in December 1997. Today, an estimated 6000 aircraft already have TAWS installed.

In 1974, the FAA required all part 121 operators and some part 135 operators (i.e., those operating large turbojet airplanes) to install first-generation Ground Proximity Warning Systems (GPWS). GPWS, as its name implies, alerts pilots if their aircraft is flying too low to the ground but does not provide a position display

In 1978, the FAA extended the GPWS requirement to part 135 operators flying jet aircraft (but not turboprops) with 10 or more passenger seats. These operators were required to install GPWS equipment or alternative ground proximity advisory systems that provide routine altitude callouts whether or not there is any imminent danger. This was considered necessary because of the complexity, size, speed, and flight performance characteristics of these airplanes. In 1992, the FAA mandated GPWS for turboprops with 10 or more passenger seats as well.

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November 1999