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FOR IMMEDIATE RELEASE

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June 2, 1999
Contact: Les Dorr, Jr.
Phone: 202-267-8521

FAA Preliminary Information on American Flight 1420 at Little Rock

American Airlines Flight 1420, originating in Dallas-Fort Worth, was involved in an accident while landing at Little Rock Adams Field, approximately 11:50 p.m. CDT. Reports indicate that there were 139 passengers and six crew aboard. The aircraft was an MD-82, which is a stretched version of the DC-9 aircraft.

Preliminary reports indicate that the aircraft ran off the end of Runway 4R, broke into three pieces, and ended up about 1,000 feet off the end of the runway. The aircraft fuselage is described as being intact from the wings forward. The tail section is separated from the majority of the wreckage. A third section of the aircraft apparently caught fire. There were an unknown number of fatalities.

The FAA's Role

· The FAA is participating in the accident investigation and lending its technical expertise to the National Transportation Safety Board (NTSB), which is the federal agency leading the investigation. Two FAA aircraft ferried FAA and NTSB members of the investigative team to the accident site.

· FAA personnel participating in the investigation will include:
– Fire expert
– Two airport standards inspectors
– Two aircraft structural engineers
– Air traffic specialists
– Flight Standards inspectors

· These experts will participate in working groups focusing on air traffic, operations, weather, cabin safety, vehicle performance, structures, systems, airport standards, cockpit voice recorder and flight data recorder.

· As part of the FAA's operational and regulatory responsibilities, the agency is conducting its own concurrent accident investigation. Should any safety problems be identified during the course of the investigation, the FAA will notify the NTSB and act immediately to address them

· The FAA is now gathering data in the following areas as part of the investigation:

-- Weather at the time of the accident
-- Status of navigation aids, air traffic communications and radar systems
-- Service history of the accident aircraft
-- Pilot records

· The FAA will share all pertinent information with the NTSB, and participate in the analysis of the data.

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FOR IMMEDIATE RELEASE

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June 2, 1999
Contact: -
Phone: -

FAA Fact Sheet on Low Level Windshear Alert System (LLWAS)

Because the FAA has received inquiries on a weather detection system used in aviation known as LLWAS, we thought reporters might want to know the following information:

There is a Low Level Windshear Alert System (LLWAS) at Little Rock Adams Field. LLWAS is a system that detects winds, wind gusts and windshears. Developed in the late 1980s, it consists of a system of six sensors (or anemometers) strategically placed around the airport and runways. Physically, the sensors resemble propellers on poles that are between 50-150 feet tall. There are 39 LLWAS systems in medium density airports around the country.

The system measures winds, wind gusts and windshears between 50-150 feet from the airport surface. If there is a wind difference of 13 knots from one sensor to another, a windshear alert is triggered. The alert goes off in the air traffic control tower. It is both an audible alert as well as a visual alert for controllers.

Little Rock has the latest LLWAS technology available in the United States today. Future LLWAS technology, currently under development, will be available in the next few years. It will feature additional sensors as well as a predictive capability.

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

FOR IMMEDIATE RELEASE

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June 4, 1999
Contact: -
Phone: 202-267-8521

FACT SHEET - FAA Requirements On Pilot Flight Time and Rest

The airlines and the Federal Aviation Administration (FAA) have been leaders in addressing crew fatigue issues. Extensive regulations limiting flight time and requiring opportunities for pilots to rest have been in place since the 1940s. Airline rules may be even stricter than FAA regulations if the issue is part of a collective bargaining agreement.

Current FAA regulations impose an eight-hour limit for a pilot's flight time during a 24-hour period. They also specify that pilots must have eight hours rest during that same period. The rules do not address the amount of time pilots can be on duty.

In 1995, the FAA issued a proposed rule concerning changes to the flight and rest limits. The agency received about 2,000 comments from a broad spectrum of the aviation community and the public. Most of those comments did not favor the rule as proposed, and there was no clear consensus on what the final rule should say.

FAA Administrator Jane F. Garvey tasked the Aviation Rulemaking Advisory Committee (ARAC) to develop a new proposal. She stipulated in advance that, if no consensus could be reached, the FAA would subsequently enforce the current regulations vigorously. In February of this year, ARAC reported that there was, in fact, no consensus in the aviation community. The group offered five different proposals to update the flight and rest regulations.

The FAA will soon place a notice in the Federal Register stating its intent to enforce the current regulations until a new proposed rule is developed and made part of the Federal Aviation Regulations. The agency is currently working to develop that new proposal, but because flight and rest issues are very complex, cannot predict when this action might be complete.

Copies of the applicable Federal Aviation Regulations can be found in Parts 121 and 135 at http://www.faa.gov/avr/AFS/FARS/far_idx.htm.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 68-99
Tuesday, June 8, 1999
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA Announces Luxembourg 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 Luxembourg 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 69-99
Wednesday, June 9, 1999
Contact: William Shumann
Phone: 202-267-8521

FAA and PASS Agree to Use "Super Mediator" To Resolve Dispute

WASHINGTON – The Federal Aviation Administration (FAA) and the Professional Airways Systems Specialists (PASS) have agreed to use "super mediator" W. J. Usery, Jr. to help them resolve the remaining issues in negotiations for a new collective bargaining agreement. While the parties have made considerable progress in the last few months, several key issues remain unresolved. PASS represents 7,600 FAA employees who maintain the national airspace system.

The FAA believes it has offered a very fair package that will keep its employees among the industry leaders in pay and benefits and recognizes their contributions to modernization of the nation's air traffic system. The agency has agreed not only to provide the PASS bargaining unit with the "Presidential" raises for the five-year term of the agreement, but it also has offered a significant package of pay adjustments and bonuses based on productivity increases. The projected January pay raise of 4.4 percent is well above private-sector collective-bargaining agreements, which are running in the 3 to 3.25 percent range.

Also included in the agency's offer -- in response to one of the union's biggest concerns -- is an unprecedented job security agreement for the life of the contract. "This guarantee recognizes the key role that these employees play in maintaining the efficiency of our national airspace system," said Steve Brown, acting associate administrator for air traffic services. The agency has also agreed to the union's desire to retain alternative work schedules, a major employee benefit.

"The FAA is firmly convinced that our contract offer is fair and reasonable," added Brown. "It provides more money to every PASS member in recognition of his or her continuing contributions to the modernization and maintenance of the nation's aviation system – the best in the world."

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 70-99
Wednesday, June 16, 1999
Contact: Alison Duquette
Phone: 202-267-8521

FAA to Toughen Rules for Repair Stations

WASHINGTON – To keep pace with rapid growth in the aviation industry and advancements in aircraft technology, the Federal Aviation Administration (FAA) today proposed to revise and strengthen the federal rules for maintenance performed at domestic and foreign repair stations.

"This is an important step in strengthening the safety of aviation. Tougher standards mean a safer aviation system for Americans," said Transportation Secretary Rodney E. Slater.

"The FAA is proposing to overhaul the requirements for aviation maintenance practices at U.S. repair stations around the world," said FAA Administrator Jane F. Garvey. "We intend to raise the safety bar at these facilities and require the same high level of safety in every U.S. repair station, wherever they are located."

The FAA's Notice of Proposed Rulemaking (NPRM) would ensure that certificated repair stations are held responsible for all maintenance work that is outsourced to contractors. A repair station would have direct responsibility for contractor work, establish quality assurance programs for contractors, verify the work, and take ultimate responsibility for return-to-service of maintenance work performed by a contractor. The proposal also revises the Federal Aviation Regulations by simplifying regulatory language and updating technical information. Highlights of new requirements for U.S. repair stations are:

- **Tougher standards for contract maintenance.** Maintenance work outsourced to contractors would receive greater scrutiny.
    - **Quality control and assurance.** Each repair station would be required to establish a quality assurance program that ensures that all maintenance meets FAA requirements.
    - **Responsibility for contractors.** Repair stations would be required to state general and quality control responsibilities, provide technical direction, and evaluate and audit contractor performance.

- more -

  - **Manuals.** Repair station manuals would include qualification, training, and quality assurance procedures for work on new equipment and components.
  - **Ratings and classes.** The NPRM eliminates the "airframe" rating (based on aircraft weight and construction) and establishes an "aircraft" rating in keeping with current industry practices and computer technology.
  - **Capability list.** Each repair station would list the work that the repair station is capable of performing and the ratings under which it is approved to operate.
- **Training.** Each repair station would be required to have an FAA-approved training program for initial and recurrent training for all aviation maintenance personnel.
- **Satellite repair stations.** The FAA would require that manuals be consistent with the parent station's manuals.
- **Contractors**. In addition to the current requirement for listing all contractors on an air carriers' operations specifications, a repair station would be required to list all facilities to which it contracts work. A repair station would also have to list, in its manual, procedures for qualifying and overseeing those facilities.
- **Personnel at foreign repair stations**. The NPRM would require workers at foreign repair stations to have a minimum of 18 months of practical, related maintenance experience; adequate training and familiarization with maintenance practices, tools and equipment; and understand, read and write the English language.
- **Recordkeeping.** The NPRM would strengthen the requirements to ensure that inspection and follow-up actions are documented.

There are currently 4,509 repair stations in the United States and 525 abroad.

The comment deadline is 90 days from publication in the *Federal Register*.

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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 71-99
Monday, June 21, 1999
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA NAMES BURLESON CHIEF OF STAFF

WASHINGTON—Federal Aviation Administration (FAA) Administrator Jane Garvey has named Carl Burleson as the agency's chief of staff, the key assistant to the nation's lead aviation safety official. Most recently, Burleson served as the agency's senior representative for Northern Europe.

"Carl brings his broad and valuable experience to the Office of Administrator," said Garvey, in making the announcement. "This will be of increasing importance with the globalization of the aviation industry and the growing cooperation between nations on critical safety issues."

Burleson reports directly to Administrator Garvey. As chief of staff, Burleson coordinates activities for the administrator relating to aviation policy matters and managing the staff of the Office of Administrator. As the administrator's advisor and counselor, he also represents Garvey on major agency initiatives, including negotiations and briefings with Congress, industry, special interest groups, and state and local officials as well as other federal agencies.

A native Virginian, Burleson has held a number of posts within FAA. In 1994 he was appointed the FAA's Senior Representative for Northern Europe working out of the U.S. Embassy in London serving as the agency's senior liaison with governments, civil aviation authorities and the aviation industry in Northern Europe. He was responsible for the primary oversight and coordination of FAA activities within Denmark, Finland, Iceland, Ireland, The Netherlands, Norway, Sweden and the United Kingdom. He also worked extensively on FAA liaison activities with the European Joint Aviation Authorities (JAA), a group of 27 European civil aviation authorities.

Prior to his appointment as the agency's FAA representative in London, Burleson managed the International Operations Branch of the FAA Office of International Aviation at FAA headquarters in Washington, DC. In that position he was responsible for providing information and advice to all elements of the FAA, other U.S. agencies, foreign aviation authorities and U.S. industry regarding the technical and operational aspects of international civil aviation. Before

that he held other positions in policy, planning and regulatory analysis. Before joining the FAA he worked in the investment management field as well as several other U.S. government departments.

Burleson earned graduate degrees in international development from American University in 1981 and in economics from Boston University in 1986. He also holds an undergraduate degree from the University of Virginia.

Burleson and his wife, Kathy, have two sons, James and William.

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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 72-99
Wednesday, June 30, 1999
Contact: Rebecca Trexler
Phone: 202-267-8521

Fireworks Don't Fly, FAA Warns

WASHINGTON -- Don't make the mistake of packing fireworks in your checked or carry-on bags if you are flying somewhere to celebrate Independence Day, the Federal Aviation Administration warned travelers today.

"Passengers risk substantial fines and up to five years in prison by carrying fireworks in their bags or on their persons," said Cathal Flynn, associate administrator for Civil Aviation Security. "Fireworks of all shapes and size, from sparklers and poppers to cherry bombs and rockets, are strictly prohibited because of the extreme danger they pose should they ignite during flight."

Both domestic and international regulations prohibit the carriage of fireworks or firework novelty items in passengers' checked or carry-on baggage. The transportation of fireworks is a concern around Independence Day every year since most of the annual sales of these goods take place in June and July.

Violators are subject to civil penalties of up to $27,500 per violation and to criminal prosecution that would carry penalties of $250,000 or more and up to five years in prison.

Certain fireworks may be shipped as cargo on some airlines but only if the shipments are properly packaged, marked and declared under the hazardous material regulations of the Department of Transportation's Research and Special Program Administration (RSPA). For detailed information, call the RSPA hotline at 1-800-467-4922.

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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
Date: July 1, 1999
Contact: Eliot Brenner
Phone: 202-267-8521

READ ONLY STATEMENT

FAA Advises Public that Airport Leafleting by PASS is Simply a Collective Bargaining Tactic

WASHINGTON — The Federal Aviation Administration today warned that leaflets being distributed in selected airports by the Professional Airways Systems Specialists (PASS) over the July 4th national holiday are misleading and deliberately fail to state that the parties are in the midst of labor negotiations.

"We are disappointed that PASS is attempting to unnecessarily alarm America's airline passengers on our Independence Day holiday instead of joining us in a good-faith effort to resolve our differences in a reasonable and responsible manner," said Steve Brown, Associate Administrator for Air Traffic Services.

"This tactic comes as a surprise in view of the fact that FAA has offered PASS a wage package that keeps FAA technicians as industry leaders in pay and benefits," said Brown.

"We are assuring the travelling public, airlines, and airports that PASS's anticipated leafleting will have no impact on air travel or air safety over the holiday weekend," added Brown.

"The FAA," according to Brown, "has gone the extra mile in offering PASS a fair contract and in its willingness to negotiate."

"The FAA is in the midst of a major modernization of the nation's air traffic system. Everyone at the FAA is working to maximize passenger safety while modernizing our air transportation system. We want to have the best equipment and the most skilled workforce," said Brown. "The contract offer we have made addresses the union's concerns for job security and fair pay, as well as the agency's needs to improve efficiency and productivity."

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 73-99
Thursday, July 8, 1999
Contact: Les Dorr, Jr.
Phone: 202/267-8521

FAA, CAA Test New Safety Technology

WASHINGTON -- The Federal Aviation Administration (FAA) and an industry group will conduct the first large-scale test of a technology designed to enhance safety by giving pilots and air traffic controllers more information about aircraft locations. The tests are scheduled for July 10 in Wilmington, Ohio.

The main goal of the tests, being done in partnership with the Cargo Airline Association (CAA), is to evaluate how Automatic Dependent Surveillance -- Broadcast, or "ADS-B," can help pilots be more aware of aircraft in their vicinity. Using an aircraft's Global Positioning System sensor, ADS-B equipment sends very accurate position information, along with speed and identification data, to other similarly equipped planes and ADS-B ground receiving stations. The technology is not currently designed to serve as an airborne collision-avoidance system.

In the Ohio test, participating flight crews will monitor aircraft in their area using a special cockpit display. Air traffic control facilities will receive combined radar and ADS-B target information for evaluation, but the data will not be used to handle live traffic. Ground receiving stations in Wilmington and Louisville, Ky., will provide coverage throughout the 500-square-mile test area.

"If the tests are successful, the resulting enhancement of pilots' situational awareness could lead to improved efficiency and safety in our increasingly crowded skies," said Shelly Myers, head of the FAA's communications, navigation and surveillance office.

Approximately 25 planes are expected to participate in the test, including three FAA aircraft. CAA members United Parcel Service, Federal Express and Airborne Express are contributing a total of 12 aircraft. Several avionics manufacturers also plan to fly test aircraft, as do the U.S. Navy and NASA.

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This ADS-B operational evaluation is the first in a series planned for the next three years under the FAA's Safe Flight-21 program. The FAA expects future testing to expand into other Ohio River valley sites, including Louisville and Memphis, Tenn. Areas of Alaska also are installing equipment that will let them participate in the ADS-B evaluations. The FAA hopes ADS-B can eventually be used on a wide scale, in accordance with the agency's plans to modernize the nation's airspace.

The Safe Flight-21 program is a government-industry cooperative effort to develop and demonstrate a set of operational enhancement capabilities leading to the implementation of the "Free Flight" concept.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 74-99
Friday, July 9, 1999
Contact: Henry J. Price
Phone: 202-267-8521

FAA Proposes Rules To Further Enhance Natural Quiet of Grand Canyon National Park

WASHINGTON -- The Federal Aviation Administration (FAA) today unveiled a package of proposals for air tour operators to maintain and further enhance the "natural quiet" of the Grand Canyon National Park (GCNP). The proposals were crafted with input from the National Park Service (NPS) and accommodate the interests of American Indian tribes and local businesses.

"Three years ago we fulfilled President Clinton's 1996 Earth Day mandate to reduce aviation noise in Grand Canyon National Park," U.S. Transportation Secretary Rodney E. Slater said. "Today we build on the success of our past actions to further enhance the park's natural serenity while ensuring that the park remains accessible to all."

The proposals include a FAA Notice of Availability of new and modified proposed air tour routes over and around the Grand Canyon. In addition, the agency has issued two Notices of Proposed Rulemaking (NPRM) that propose to modify flight-free zones and set up an innovative allocation system for air tour flights over the park.

Substantial restoration of natural quiet has been defined by the NPS as more than half the Grand Canyon National Park being free of aircraft noise 75 to 100 percent of the day. Currently, aircraft cannot be heard in 32 percent of the park 75 to 100 percent each day. Today's proposal would increase this amount to 41 percent of the park.

Today's effort further implements a 1987 law requiring the FAA and NPS to work together to "substantially restore natural quiet in the GCNP." The improvements would modify portions of the flight free zones associated with the FAA's 1996 rule. The 1996 rule also limited the hours flights could operate in the eastern portion of the park.

The Notice of Availability slightly modifies existing east/west routes to help restore natural quiet in the park, meet Native American concerns, and allow the routes to be used for air transportation and tours. These modified routes require aircraft to fly at a higher altitude than current commercial air tours. The notice modifies the air tour routes that go around the western area of the park, known as Sanup Flight-Free Zone (FFZ). This area contains many American Indian traditional cultural properties that are potentially eligible for listing on the National Register of Historic Places.

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The Grand Canyon National Park Airport is located on the edge of the canyon in an area known as Tusayan. To further address noise concerns, the Notice of Availability also changes routes for air tour operators based in this area.

The first NPRM proposes to modify the dimensions of the Grand Canyon National Park Special Flight Rules Area and FFZs. The airspace over the easternmost portion of the park is known as the Desert View FFZ. The NPRM proposes to add a five-mile section to this flight-free zone to address American Indian tribal concerns. In addition, an "incentive corridor" is proposed through a flight-free airspace known as Bright Angel. In the future, air tour aircraft that meet stricter noise standards, currently in development, would be permitted to fly through this corridor.

The second NPRM proposes an innovative system of limiting the number of flights for each air tour operator. This new system ensures that the number of these flights will not increase, while assessing the progress in noise reduction and the need for future action. The number of allocated flights is based on the number of air tours reported during May 1, 1997, through April 30, 1998. The allocations are granted for airspace routes in and over the park. The rulemaking permits revising the number of allocations no earlier than every two years. In addition, an air tour operator may transfer allocations to another air tour operator.

The NPRMs are published in the *Federal Register* today. The public can receive a copy of the proposed rulemakings by going to the Government Printing Office (GPO) website at: www.gpo.gov. The public comment period will extend 60 days from the publication of the notices, and the NPS and FAA plan to hold public hearings this summer on the proposals.

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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
July 13, 1999
Contact: Rebecca Trexler
Phone: 202-267-8521

Fact Sheet
Security Actions Taken since the TWA 800 Accident

Beginning in 1995, the FAA and the Office of the Secretary of Transportation planned revisions to domestic aviation security, culminating with the creation of an Aviation Security Advisory Committee Baseline Working Group on July 17, 1996. The TWA 800 accident a few hours later invigorated and accelerated a process already under way, and that work continues today.

Together with other government agencies, airlines, airports, unions and groups representing victims of terrorism, the FAA is implementing aviation security improvements, including those recommended by the White House Commission on Aviation Safety and Security.

- As directed by the White House Commission, the FAA has acquired hundreds of bulk and trace explosives detection devices and deployed them to 80 major U.S. airports. With continued funding, the agency expects to continue the deployment to more than 400 airports across the country. To date, the FAA has purchased over 110 systems for scanning checked bags and nearly 600 units for detecting traces of explosives in passengers' carry-on and checked bags.

- In April 1999, the FAA issued a Notice of Proposed Rulemaking on "Security of Checked Baggage on Flights within the United States." The proposal would require airlines to use a new automated passenger prescreening program to select checked baggage for screening by explosives detection devices or subjecting them to "bag matching"—making sure the bags don't fly unless the passengers are on board. In addition to enhancing security, the program streamlines passenger prescreening by automating the process, reduces passenger inconvenience by greatly reducing the need for physical searches of bags, and protects civil liberties by eliminating the human factor in passenger screening. More than 90 percent of the flying public already fly under this new regime since all the major airlines and many regional carriers are using the automated system voluntarily.

- The FAA has been working with airport operators to deploy more FAA canine explosives detection teams to screen cargo and bags, and to search airliners and terminals. The agency procures the dogs and funds training of both the dogs and their handlers to meet FAA explosives detection standards. The number of FAA explosives detection canine teams rose from 87 teams at 30 airports in 1996, to 169 teams at 40 airports this year. The program is expected to continue to grow slowly over the next few years.

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- In September 1998, the FAA implemented a final rule requiring employment background investigations and criminal history checks for airport security checkpoint screeners and screener supervisors. In addition, the agency expects to publish a proposed rule this fall that would increase the professionalism of the security screener workforce by requiring screener companies to obtain FAA certification.

- The agency is continuing to work cooperatively with industry to establish local airport consortia to improve security at U.S. airports. The consortia have as members every segment of the airport community, including airport operators, airlines, tenants and FAA security agents. Together they identify local security vulnerabilities and work to find solutions. Since 1996, 122 consortia have been established at the busiest airports and more are expected to form in coming years.

- The FAA partnered with industry to form the FAA Security Equipment Integrated Product Team that has been managing the deployment of advanced security equipment to the nation's airports. This team, comprised of acquisition and security experts from the FAA and industry, is also developing guidelines for training on advanced security equipment, examining the issues of screener turnover and retention, and identifying qualification standards for screeners who will operate the new equipment.

- In 1998, the agency began deploying computer-based training for security screeners to ensure high-quality, standardized training, provide opportunities for realistic practice with all types of threats, reduce overall training time, and combine training with performance testing. Thirty-seven airports are using the system now. Later this year, the FAA will complete purchases of 320 more computer-based training workstations to complete the deployment. In addition to the training systems, the FAA is purchasing 420 advanced checkpoint X-ray units that will use a new threat-imaging system to continuously train and monitor screener performance.

- The FAA is continuing research and development efforts to improve security systems of the future, including research into explosives detection technologies and aircraft hardening to mitigate the effects of a detonation during flight. The FAA conducted a successful blast test of hardened containers jointly with the United Kingdom in May 1997 and has purchased 10 hardened containers for operational testing this year.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 75-99
Thurs., July 15, 1999
Contact: Alison Duquette
Phone: 202-267-8521

FAA to Begin Streamlined Administrative Action

WASHINGTON -- FAA Administrator Jane F. Garvey today announced the agency's new streamlined administrative action process to deal with minor violations. The new, more efficient way to resolve violations that do not warrant serious legal enforcement action will officially commence on Aug. 30.

Inspectors may use the new process for alleged violations that do not require extensive investigation. Using the new process, the inspector will discuss the problem with the alleged violator, fill out a data entry form with all pertinent information, return to the office to check the person's history, enter the information in a database, and mail an automated warning notice to the individual. The individual would still have an opportunity to provide additional information for the FAA's consideration.

Previously, all administrative actions involved a burdensome process often necessitating letters of investigation and extensive files. The new streamlined administrative action process will reduce paperwork and shorten the time it takes to address certain violations that do not pose a serious threat to aviation safety. Currently, it takes an average of 75 days to conclude an administrative action Under the new program, the FAA hopes to cut that to as little as one to three days.

"This new, streamlined process supports President Clinton and Vice President Gore's goal of reinventing government by making it work better and cost less," U.S. Transportation Secretary Rodney E. Slater said. "It also will help FAA do an even better job of making sure our skies remain the world's safest."

"The FAA is using a commonsense approach to reduce paperwork so we can focus our resources on critical safety issues," said Garvey. "We listened to the aviation community's concerns and have developed a policy that does away with on-the-spot action yet still expedites the process."

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The FAA continues to take legal enforcement action and issue civil penalties when appropriate. The agency may take administrative action in lieu of legal enforcement action when **all** of the following occur:

- Applicable law does not require legal enforcement action;
- Lack of qualification or competency was not involved;
- The violation was inadvertent and not deliberate; and
- The violation was not the result of a substantial disregard for safety or security and the circumstances of the violation were not aggravated.

The FAA also considers whether the alleged violator has a constructive compliance attitude and has been involved previously in similar violations. It also looks at whether an administrative action will serve as an adequate deterrent.

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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
July 13, 1999
Contact: Rebecca Trexler
Phone: 202-267-8521

Fact Sheet
Security Actions Taken since the TWA 800 Accident

Beginning in 1995, the FAA and the Office of the Secretary of Transportation planned revisions to domestic aviation security, culminating with the creation of an Aviation Security Advisory Committee Baseline Working Group on July 17, 1996. The TWA 800 accident a few hours later invigorated and accelerated a process already under way, and that work continues today.

Together with other government agencies, airlines, airports, unions and groups representing victims of terrorism, the FAA is implementing aviation security improvements, including those recommended by the White House Commission on Aviation Safety and Security.

- As directed by the White House Commission, the FAA has acquired hundreds of bulk and trace explosives detection devices and deployed them to 80 major U.S. airports. With continued funding, the agency expects to continue the deployment to more than 400 airports across the country. To date, the FAA has purchased over 110 systems for scanning checked bags and nearly 600 units for detecting traces of explosives in passengers' carry-on and checked bags.

- In April 1999, the FAA issued a Notice of Proposed Rulemaking on "Security of Checked Baggage on Flights within the United States." The proposal would require airlines to use a new automated passenger prescreening program to select checked baggage for screening by explosives detection devices or subjecting them to "bag matching"—making sure the bags don't fly unless the passengers are on board. In addition to enhancing security, the program streamlines passenger prescreening by automating the process, reduces passenger inconvenience by greatly reducing the need for physical searches of bags, and protects civil liberties by eliminating the human factor in passenger screening. More than 90 percent of the flying public already fly under this new regime since all the major airlines and many regional carriers are using the automated system voluntarily.

- The FAA has been working with airport operators to deploy more FAA canine explosives detection teams to screen cargo and bags, and to search airliners and terminals. The agency procures the dogs and funds training of both the dogs and their handlers to meet FAA explosives detection standards. The number of FAA explosives detection canine teams rose from 87 teams at 30 airports in 1996, to 169 teams at 40 airports this year. The program is expected to continue to grow slowly over the next few years.

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- In September 1998, the FAA implemented a final rule requiring employment background investigations and criminal history checks for airport security checkpoint screeners and screener supervisors. In addition, the agency expects to publish a proposed rule this fall that would increase the professionalism of the security screener workforce by requiring screener companies to obtain FAA certification.

- The agency is continuing to work cooperatively with industry to establish local airport consortia to improve security at U.S. airports. The consortia have as members every segment of the airport community, including airport operators, airlines, tenants and FAA security agents. Together they identify local security vulnerabilities and work to find solutions. Since 1996, 122 consortia have been established at the busiest airports and more are expected to form in coming years.

- The FAA partnered with industry to form the FAA Security Equipment Integrated Product Team that has been managing the deployment of advanced security equipment to the nation's airports. This team, comprised of acquisition and security experts from the FAA and industry, is also developing guidelines for training on advanced security equipment, examining the issues of screener turnover and retention, and identifying qualification standards for screeners who will operate the new equipment.

- In 1998, the agency began deploying computer-based training for security screeners to ensure high-quality, standardized training, provide opportunities for realistic practice with all types of threats, reduce overall training time, and combine training with performance testing. Thirty-seven airports are using the system now. Later this year, the FAA will complete purchases of 320 more computer-based training workstations to complete the deployment. In addition to the training systems, the FAA is purchasing 420 advanced checkpoint X-ray units that will use a new threat-imaging system to continuously train and monitor screener performance.

- The FAA is continuing research and development efforts to improve security systems of the future, including research into explosives detection technologies and aircraft hardening to mitigate the effects of a detonation during flight. The FAA conducted a successful blast test of hardened containers jointly with the United Kingdom in May 1997 and has purchased 10 hardened containers for operational testing this year.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 76-99
Date: July 16, 1999
Contact: William Shumann
Phone: 202-267-8521

FAA Calls Airport Leafleting by PASS Simply a Collective Bargaining Tactic

WASHINGTON — The Federal Aviation Administration (FAA) advised today that leaflets being distributed in selected airports by the Professional Airways Systems Specialists (PASS) over the weekend are just another tactic in the union's labor negotiations with the agency.

"We are disappointed that PASS is attempting to unnecessarily alarm America's airline passengers instead of joining us in a good-faith effort to resolve our contract differences in a reasonable and responsible manner," said Steve Brown, FAA Associate Administrator for Air Traffic Services.

"This continuing tactic is disappointing in view of the fact that FAA has offered PASS a market-based wage package that keeps FAA technicians as industry leaders in pay and benefits," said Brown.

"Let me assure the traveling public, airlines, and airports that PASS's leafleting will have no impact on air travel or air safety," added Brown. "All air traffic control facilities are operating and fully staffed."

"The FAA," according to Brown, "has gone the extra mile in offering PASS a fair contract and in its willingness to negotiate. We have made numerous requests to PASS to go to mediation and are ready to do so at any time."

The agency's current offer would provide significant pay increases for PASS members and would guarantee job security for five years. Since early June, PASS has rejected the FAA's offers to go to mediation. Earlier this month, the agency pledged to work hard in reaching agreement if PASS would sit down with us and a mediator. The union has not responded.

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"The FAA is in the midst of a major modernization of the nation's air traffic system, Brown stated. "Everyone at the FAA is working to maximize passenger safety while modernizing our air transportation system. We want to have the best equipment and the most skilled workforce," he said. "The contract offer we have made addresses the union's concerns for job security and fair pay, as well as the agency's needs to improve efficiency and productivity."

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

DOT News

Washington, DC 20591

FOR IMMEDIATE RELEASE
July 17, 1999
FAA Contact: Drucella Andersen 202-267-3333
NTSB Contact: Terry Williams (7-18-99 only) 202-314-6100
USCG Contact: Lt. Gary Jones 617-223-8515

JOINT FAA-COAST GUARD/NTSB STATEMENT

WASHINGTON – The U.S. Coast Guard is continuing to coordinate aggressive search and rescue activities in the disappearance of the aircraft carrying John F. Kennedy Jr., his wife and sister-in-law on a flight from New Jersey to Martha's Vineyard, Mass.

The National Transportation Safety Board will conduct an investigation into the aircraft's disappearance. Safety Board personnel have been dispatched to Martha's Vineyard to begin their work.

The FAA, U.S. Coast Guard and other agencies will provide the NTSB all information available on the aircraft.

The NTSB will provide further information on its activities tomorrow on scene and will provide press advisories Sunday as to the time and location of any briefing.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 78-99
July 21, 1999
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA COMPLETES MODEL REGULATORY DOCUMENT FOR ICAO

WASHINGTON— The Federal Aviation Administration (FAA) has developed and presented to the International Civil Aviation Organization (ICAO) a model set of aviation laws, regulations and standards which countries around the world may use in their efforts to meet international aviation safety standards. The document – called the Model Aviation Regulatory Document – represents the first time a model set of safety law, regulations and guidance material has been available for use by other countries.

"For the first time, the FAA has provided ICAO with a model set of laws and regulations to help their aviation authorities achieve the highest standards of safety," said FAA Administrator Jane Garvey in transmitting the document to ICAO. "This continues FAA's proactive approach in working with countries around the world to improve their air safety oversight."

The document, prepared in coordination with ICAO, is available on the Internet to countries seeking to establish laws, regulations and guidance materials for aviation safety oversight and training. The civil aviation law covers all areas of civil aviation including safety, air traffic control, aircraft certification, security, airports and accident investigations. The model regulations and implementing standards cover safety oversight, airworthiness, flight operations, maintenance and flight crew licensing.

The Model Aviation Document adapts the ICAO's Standards and Recommended Practices (SARPs), Europe's Joint Aviation Requirements (JARs) and the U.S. Federal Aviation Regulations (FARs). It also uses Canadian and Australian regulatory material. Cross-referenced to the applicable ICAO, FAA and JAR references, the Model Aviation Document will assist countries in meeting international safety standards. Its use can save approximately two years of project time and related expenses in bringing a country's safety oversight programs up to ICAO standards. Both FAA and ICAO safety assessments found that a state's civil aviation laws and regulations are critical factors in meeting ICAO safety standards.

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In addition to revising and updating the Model Aviation Document as experience is gained and as regulations change, the FAA has also committed to developing generic operations and airworthiness air carrier aviation safety inspector training courses for certification and surveillance of operators and maintenance organizations. As part of this project, the FAA is also developing two courses to train future course instructors from the ICAO Trainair system. Trainair is a training and competency program for aviation personnel from around the world. These courses are being developed at the FAA Academy by both FAA and ICAO technical experts and are scheduled to be completed after an 18-month effort in Spring 2000.

Additional training in aircraft certification is already available at the FAA Academy to ICAO member states. Training courses are offered in certification procedures, including courses on surveillance of manufacturers and their manufacturing processes.

The Model Aviation Document is available on FAA's Internet site. (http://www.faa.gov/avr/iasa/index.htm).

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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 79-99
Fri., July 23, 1999
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Statement on the Inspector General's Report on Security of Checked Baggage on Flights within the United States

The FAA is already working to implement recommendations from the Inspector General's report on security of checked baggage on domestic flights:

- The FAA has instituted comprehensive testing of all aspects of checked-baggage security. Protocols have been developed to evaluate the use of the automated passenger prescreening program, operations of explosives detection devices, and the performance of equipment operators. In addition, FAA will work to have the airlines improve training of their equipment operators.
- New guidance on security procedures will further simplify and clarify those procedures so that air carriers should have no question about how they should process passengers and their checked baggage.
- The agency will continue to conduct testing of all aspects of checked baggage security and take appropriate enforcement actions.
- FAA testing procedures have been modified to lessen the chance that agents might be recognized and thus invalidate the testing.

The Inspector General's report could not be released because it contained information on potential security vulnerabilities that would not be in the public's interest to disseminate.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 80-99
Mon., July 26, 1999
Contact: Marcia Adams
Phone: 202-267-8521

FAA Names Gregory Security Screener of the Year

WASHINGTON--Federal Aviation Administration (FAA) Administrator Jane F. Garvey and representatives from the aviation industry will present this year's National Screener of the Year Award to Bennie Gregory, a checkpoint security supervisor at Los Angeles International Airport. Gregory will receive the award for outstanding work in protecting the flying public in a special ceremony at FAA headquarters on July 29.

"Ensuring the safety and security of the flying public is our highest priority," Garvey said. "Bennie Gregory is a shining example of the professionalism and dedication required of those who serve as the first line of safety at the nation's airports."

Associate Administrator for Civil Aviation Security Cathal Flynn also recognized Gregory and saluted all of the nation's aviation security screeners. "The average screener examines more than 300,000 bags and 150,000 passengers in a year," Flynn said. "It's a demanding job requiring constant vigilance and an unwavering sense of duty, and we owe Bennie Gregory and his colleagues a debt of gratitude."

The award—which is sponsored jointly by the FAA, Air Transport Association, Regional Airline Association, National Air Carrier Association and Air Line Pilots Association—honors the best among those who work hard every day to keep potentially dangerous items and individuals off the nation's passenger planes. Airlines are responsible for ensuring the security of passengers aboard their flights while the FAA oversees the air carriers' compliance with federal security mandates.

Gregory was selected for this year's top honor from a pool of nine regional winners and 35 national nominees. He consistently has received outstanding test results and numerous awards in more than seven years on the job, and has passed every FAA test of his checkpoint since 1996. Gregory currently works for Argenbright Security, which performs security for United Airlines at Los Angeles.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 81-99
Monday, July 26, 1999
Contact: Alison Duquette
Phone: 202-267-8521

FAA to Improve Data Sharing Programs

WASHINGTON – As part of its focused *Safer Skies* agenda effort to enhance safety, the Federal Aviation Administration (FAA) today moved to encourage the flow of more safety and security data to the FAA by proposing to protect voluntarily provided information from disclosure.

Congress directed the FAA to protect from disclosure information that aids in improving safety and security. The information that will be shared with the FAA potentially could prevent incidents and accidents. A similar data-sharing recommendation was made by the White House Commission on Aviation Safety and Security.

"This proposed rule is fundamental to our efforts to collect the hard data we need to identify safety trends, target potential problems and make corrections before accidents happen," said FAA Administrator Jane F. Garvey.

Information now available to the public under the Freedom of Information Act (FOIA), such as accident and incident reports, and inspection and enforcement records, will continue to be released to the public. The Notice of Proposed Rulemaking (NPRM) issued today aims to encourage datasharing programs such as Flight Operations Quality Assurance (FOQA) which use state-of-the-art flight data recorder technology to collect and analyze data on routine flights. Airlines can collect data about everyday safety trends in their operations and share it with FAA. The agency would then use the data to identify industry-wide safety trends, allowing the FAA to more effectively target resources and correct potential safety problems.

While some airlines already have internal data collection programs that identify safety trends, this rule will allow FAA to collect sufficient data to develop a much broader view of airline safety.

The public comment period is 60 days from publication in the *Federal Register*.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 82-99
Tues., July 27, 1999
Contact: Marcia Adams
Phone: 202-267-8521

MEDIA ADVISORY

Screener of the Year Ceremony

WASHINGTON--Federal Aviation Administration (FAA) Administrator Jane F. Garvey will present this year's National Screener of the Year Award to Bennie Gregory, a checkpoint security supervisor at Los Angeles International Airport. Gregory will receive the award for outstanding work in protecting the flying public in a ceremony at FAA headquarters on Thurs., July 29.

Also on hand to present the joint FAA/industry award will be representatives from the Air Transport Association, the Regional Airline Association, the National Air Carrier Association and the Air Line Pilots Association. This award honors the best among those who work hard every day to keep potentially dangerous items and individuals off the nation's passenger planes. Airlines are responsible for ensuring the security of passengers aboard their flights while the FAA oversees the air carriers' compliance with federal security mandates.

WHO:	FAA Administrator Jane F. Garvey Bennie Gregory, checkpoint supervisor at Los Angeles International Airport
WHAT:	National Screener of the Year ceremony
WHEN:	3 p.m., Thurs., July 29
WHERE:	FAA Headquarters Bessie Coleman Conference Center 800 Independence Ave. S.W. Washington, D.C. 20591

Members of the press who wish to attend should call Marcia Adams, 202.267-8521.

Note: Checkpoint security screeners are employed by the airlines to ensure the safety of the flying public by screening carry-on bags and passengers for weapons and other dangerous items. In 1997, the most recent year for which the agency has data, the screener workforce processed 1,656.7 million passengers through security checkpoints and detected more than 2,000 weapons. For details, check the FAA web site for the July 26 press release, "FAA Names Gregory Security Screener of the Year."

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 83-99
Tuesday, July 27, 1999
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA Proposes Icing Orders for 17 Aircraft

WASHINGTON—In its continuing effort to address aircraft icing, the Federal Aviation Administration (FAA) is proposing a series of rule changes designed to improve the safety of flight in icing conditions for 17 different aircraft types equipped with pneumatic deicing boots.

The proposed rules would change a commonly accepted practice that has been in effect for many years. The notice of proposed rulemaking (NPRM) would require the immediate use of deicing boots at the first sign of ice formation anywhere on the aircraft or upon alert of the ice detector system, whichever occurs first. It would also require continued use as long as icing conditions are present.

Previously, pilots delayed deploying the boots in order to avoid ice bridging. Ice bridging, ice formations above the furthest extension of the boots, occurred in older generation boots which were not powerful enough to completely shed ice. The commonly held belief was that premature use of even modern-day deicing boots, would cause ice formation beyond the system's capability to shed.

Research since the mid 1990s found that modern deicing boots do an effective job in both shedding ice and preventing ice bridging completely. Consequently, the proposed rule requires the revision of the Airplane Flight Manual to include requirements for activation of the pneumatic deicing boots at the first sign of ice. Compliance time is 10 days after the effective date of the rules.

The rules would affect 3,018 U.S. registered aircraft. Compliance requires one work hour for a total industry cost of $181,080. Most U.S. regional airlines would be affected by the rule change given their heavy reliance on modern turboprop aircraft.

The FAA has been extremely active in working on the mitigation of the effect of icing on aircraft. Last February, the FAA convened a three-day conference, which attracted close to 400 icing, certification and weather experts from around the world. These NPRMs resulted from recommendations made during that conference.

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That conference followed the first international icing conference, convened by FAA, in May 1995. The result of the earlier meeting was the publication of the FAA's Inflight Icing Plan including improvements in inflight icing detection and forecasting, flight crew information and training, and certification regulations and procedures. FAA's plan is leading the efforts of scientists, certification authorities, airlines and aircraft manufacturers from 21 countries.

The FAA has issued airworthiness directives that change aircraft operations for dozens of aircraft, allowing them to better cope with flight in icing conditions. In 1995, the agency published a document entitled *Roll Upset in Icing!*, which instructed pilots on the hazards of extremely severe icing conditions. More importantly, it established, for the first time, visual cues to detect severe icing and critical methods for recovery from dangerous roll upsets caused by ice accumulation. This publication was mailed to some 17,000 commercial turboprop pilots throughout the country.

The FAA has approved several ice detection systems for installation aboard aircraft to warn pilots of ice accumulation on critical surfaces. The agency is also studying the feasibility of developing equipment that can distinguish between the various types of icing conditions.

Other efforts are underway in the agency's continuing in-flight icing program. For example, the FAA is working to define the icing environment that aircraft actually encounter. Another effort would improve weather information and the forecasting of specific forms of icing.

Aircraft Affected by the Proposed AD
Aerospatiale Model ATR-42 and ATR-72
Bombardier Model DHC-7 and DHC-8
British Aerospace Model HS 748
CASA C-212 and CN-235
Cessna Models 500, 501, 550, 551, and 560
Dornier Model Dornier 328-100
Fairchild Model F27 and FH227
Fokker Model F27 Mark 100, 200, 300, 400, 500, 600 and 700 series aircraft and
Fokker Model F27 Mark 050
Gulfstream Aerospace Model G-159
Gulfstream American (Frakes Aviation) Model G-73 (Mallard) and G-73T
Jetstream Model BAe ATP and Model 4101
Lockheed Model L-14 and L-18 and Model 1329-23 and 1329-25
McDonnell Douglas Model DC-3 and DC-4
Mitsubishi Model YS-11 and YS-11A
Saab SF-340A, 340B and Saab 2000
Sabreliner Model NA-265-40, NA-265-60, and NA-265-80
Short Brothers SD3-30, SD3-60, SD3-Sherpa and SD3-60 Sherpa

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 84-99
Thursday, July 29, 1999
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAZIO APPOINTED TO HEAD RULEMAKING AT FAA

WASHINGTON—Federal Aviation Administration (FAA) Administrator Jane Garvey announced the appointment of Tony F. Fazio as Director of the Office of Rulemaking effective August 2. He will be responsible for developing national policies on rulemaking procedures and priorities.

Fazio succeeds Joseph Hawkins who has been selected as deputy associate administrator for commercial space transportation.

Fazio reports to the Associate Administrator for Regulation and Certification. In addition to setting national policies on rulemaking, his duties include implementing plans consistent with these policies. He will also ensure existing rules, regulations, standards, policies, procedures, and program performance are consistent with FAA goals and objectives.

A native Washingtonian, Fazio joined the FAA in 1982 as an economist in the Office of Environment and Energy. In 1991 he was appointed supervisory environmental specialist for that office. A year later he was promoted to manager of the FAA's international operations and organizations division in the Office of International Aviation. Since 1995, he has been the FAA's senior representative in the Europe, Africa and Middle East Office in Paris, France.

He holds a masters degree in public policy from the University of Maryland received as part of a Mid-Career Fellowship program. Fazio also holds a BA in economics as well as a BA in European studies, both from the University of Maryland. He was the recipient of numerous special achievement awards for outstanding service and served in the Department of Transportation Fellows Program.

He is married with three young sons and lives in Maryland.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 85-99
July 30, 1999
Contact: Tammy L. Jones
Phone: 202-267-8521

FAA and Industry Bring Data Link Services to the Cockpit

WASHINGTON – The Federal Aviation Administration (FAA) is partnering with industry to improve the availability of weather and other airspace information for pilots to enhance flight safety.

The FAA, NavRadio Corp. of Golden, Colo; and ARNAV Systems, Inc. of Puyallup, Wash., have teamed to enable the general aviation community to obtain Flight Information Services via Data Link. This service will allow pilots to receive displays of text and graphical weather, special use airspace information and notices to airmen directly in the cockpit.

"This is a wonderful example of government-industry partnering," FAA Administrator Jane Garvey said. "It's a win-win situation for us all: government, industry and users. The aviation community told the FAA what it needs and through this partnership together we're providing the products and services the users want."

These data link services will complement voice communications between the aircraft and the air traffic controller. Currently, information pilots receive in the cockpit is provided primarily through voice radio communications by air traffic controllers and flight service stations. The new digital transmissions will allow pilots to more efficiently anticipate, plan and request changes to their flight plans.

Since hazardous weather is a leading factor in aviation accidents, access to up-to-date weather information will help pilots make more informed decisions. In general aviation, more than 100 fatalities per year are a result of hazardous weather conditions. A key strategy to reducing weather-related accidents is to have timely data link weather information available to the pilot in the cockpit.

Initial operating capability is planned within six months with Alaska as the first site. The full national deployment schedule will occur within the following year. Users will need to equip with a VHF data radio and a color multi-function display to receive the information. The displays are available today and certified radio systems will be available early next year.

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This agreement is unique because it will be accomplished entirely through private investment. Users will receive basic text flight information at no cost through the industry-provided ground infrastructure. Industry will profit by providing value-added products such as color graphic weather radar images and graphical maps of the Meteorological Aviation Report surface observations. A fee will be charged for the value-added products based on user demand.

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