

FAA News

Federal Aviation Administration, Washington, DC 20591

FACT SHEET

November 1999

FAA Oversight of Foreign Carriers Operating In U.S. Territory

- International air transportation is conducted under the standards and recommended practices of the International Civil aviation Organization (ICAO), and the terms of the Chicago Convention on International Civil Aviation of which the United States (U.S.) is a signatory.
- All aircraft, regardless of registry, must follow all applicable operating rules regarding maneuvering while conducting flight operations in U.S. airspace.
- The FAA audits foreign country's civil aviation authorities to determine their level of compliance with the international aviation safety standards and recommended practices as defined by ICAO under the FAA's International Aviation Safety Assessment (IASA) program. Through this program, the FAA has facilitated tangible changes in aviation safety oversight in several countries around the world.
- The FAA oversees approximately 151 U.S. air carriers certificated by the FAA under Federal Aviation Regulations (FAR) Part 121.
- At present, approximately 600 foreign air carriers are authorized to provide commercial service to the U.S.
- The FAA does not certify foreign air carriers. The certification of a foreign carrier is conducted by the civil aviation authority of the country in which the air carrier is principally located. The laws and regulations of that nation establish the requirements for certification and ongoing surveillance.
- The FAA performs ramp check inspections of foreign air carrier aircraft that land at US airports to ensure the crew members have valid, appropriate certificates in their possession for the type of operation they are conducting and the aircraft is physically safe for flight in U.S. airspace.

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- Those aircraft not being under US registry are required to meet the country of registry and international standards contained in ICAO Annex 8, regarding airworthiness.
- During ramp inspections, aircraft under US registry, being operated by foreign air carriers, are inspected for compliance with US maintenance standards in the same fashion that US carriers must meet for similar aircraft.
- The FAA is responsible for only the maintenance programs used on U.S. registered aircraft. FAA does not have regulatory authority to approve maintenance programs for aircraft on a foreign registry.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 103-99

Tuesday, November 2, 1999

Contact: Alison Duquette

Phone: 202-267-8521

Correction to FAA Statement Dated 11/2/99

Last Thursday the Boeing Co. disclosed to the FAA that insulation in the cockpit constituting part of the drip shield does not comply with FAA flammability regulations. This is in the roofs of the cockpits of the 747, 757, 767, and 777 airplanes. Boeing has halted **delivery** of these airplanes until they can be brought into compliance with FAA regulations. The FAA and Boeing are working to identify the impact on in-service airplanes. Once that has been determined, the FAA may require additional action to replace materials on the in-service aircraft.

The safety of the traveling public is our highest concern in this matter. There is no known connection between this issue and the crash of Egypt Air Flight 990 or any other accident of which the FAA is aware.

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World Wide Web at <http://www.faa.gov>*

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 104-99

Tuesday, Nov. 2, 1999

Contact: Rebecca Trexler

Phone: 202-267-8521

FAA to Purchase Newly Certified Explosives Detection System

WASHINGTON—The Federal Aviation Administration (FAA) today announced it has awarded a contract worth up to \$75 million to L-3 Communications of New York to purchase up to 60 of its explosives detection systems. L-3 Communications is second manufacturer to offer a system to meet the FAA's rigorous certification standards.

"By deploying the world's best technology to America's busiest airports, we've made great strides in countering the threat of terrorism," said Cathal Flynn, associate administrator for civil aviation security. "Having a second vendor for this important equipment will foster healthy competition and help speed our deployment to additional airports."

Under the contract announced today, the FAA can purchase up to 60 eXaminer 3DX 6000 explosives detection systems over three years. The first four units acquired will be used for acceptance testing procedures and operational testing, as well as to finalize training procedures for the airline operators. Once testing is complete and any necessary refinements made, up to 56 more systems may be purchased under the same contract for operational deployment to the nation's airports.

As directed by the White House Commission on Aviation Safety and Security, the FAA has acquired hundreds of bulk and trace explosives detection devices and deployed them to 80 U.S. airports. With continued funding, the agency expects to extend the deployment to more than 400 airports across the country. To date, the FAA has purchased 136 systems for scanning checked bags and over 600 units for detecting traces of explosives in passengers' carry-on and checked bags.

Before the L-3 Communications eXaminer attained certification, InVision Technologies of Newark, Calif., manufactured the only FAA-certified system available. Both company's machines use computed tomography ("CAT scan") technology adapted from the medical field to detect a wide range of explosives, and both combine high detection rates with low false alarm rates.

The FAA has purchased 110 CTX-5500 systems from InVision to date, and recently issued a contract to buy four CTX-9000s, InVision's newly certified next-generation system, for operational testing and deployment. Once the system is validated in the field, FAA can purchase up to 60 CTX-9000s over three years under this contract, which is potentially worth a maximum of \$71.3 million.

The three certified systems—two from InVision and one from L-3—give FAA a choice among types of machines and vendors, furthering the agency's goal of encouraging competition in this emerging market.

In addition to FAA's massive deployment of sophisticated security equipment for scanning passenger baggage, the agency is continuing to enhance security by deploying computer-based training and automated threat-image projection systems to improve and monitor the performance of checkpoint screeners, implementing a new automated passenger screening program, increasing the number of FAA canine explosives detection teams at the nation's airports, and encouraging the growth of FAA-industry airport consortia to test and improve local security.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 105-99

Wednesday, November 3, 1999

Contact: Rebecca Trexler

Phone: 202-267-8521

FAA Proposes Fine Against Smit for Hazardous Materials Violations

WASHINGTON--The Federal Aviation Administration issued a notice proposing to assess a \$80,000 civil penalty against Smit International of Rotterdam, Netherlands, for offering an improperly prepared shipment of hazardous materials for transport by air.

FAA's notice of proposed civil penalty issued Oct. 12 alleges that Smit International, doing business as Smit Tak B.V., offered a shipment on March 12, 1998, of five internal combustion engines and two oxygen cylinders to El Al Israel Airlines for transport by air from Rotterdam to Miami. Internal combustion engines may be transported on cargo aircraft only when the fuel tanks are drained and attached wet-cell batteries are protected against leakage and short circuiting. Oxygen cylinders containing compressed oxygen are regulated as hazardous material and require labeling as "flammable gas" and "oxidizer."

The FAA discovered the possible violation when the shipment was being unloaded on March 12, 1998, at Miami International Airport and a ramp agent noticed flames and smoke coming from one of the pallets. One of the engines' wet cell batteries had not been protected and had come in contact with a steel cable, causing the cable to spark and burn.

Investigation revealed the oxygen cylinders were not properly classed, described, packaged, marked, labeled and in the condition required for shipment by air. The internal combustion engines had not been labeled as being for cargo aircraft only and did not have the fuel tanks drained or the batteries protected, all of which are required by U.S. and international regulations. In addition, Smit failed to provide required emergency response information that is critical for authorities responding to a hazardous materials incident.

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

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 106-99

Thursday, Nov. 4, 1999

Contact: Rebecca Trexler

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FAA Statement on Utilization of Explosives Detection Systems

WASHINGTON--The Federal Aviation Administration (FAA) recently completed a 60-day study of explosives detection systems that were being used at rates significantly below the national average. The 77 explosives detection systems now in use scan an average of 2,000 bags a week per system. However, 22 of these systems were found to be scanning less than 1,000 bags a week.

During the study, FAA agents examined each of the 22 low-use systems. After analyzing the results, the agency determined that usage rates for 12 of these could be improved either by encouraging more airlines to share systems, or by training and adding more operators. The FAA will work with the airlines to make the necessary changes and expects usage rates to rise to acceptable levels over the next several months.

Two of the remaining low-use systems were installed at locations where, because of conditions unique to the airlines operating the equipment, 100 percent of all passenger bags are scanned with the explosives detection systems. To meet their peak loads, these airlines will continue to need the high-capacity systems that are currently installed even though their weekly bag totals will remain below the national average.

The remaining eight low-use systems will be replaced with slower, less costly systems when they become available, because sharing by airlines, relocating equipment, or other alternatives do not appear likely to increase usage. The FAA is now evaluating proposals for systems that will cost less, but operate less quickly. They will be smaller and lighter and have the same high detection and low false-alarm rates as the systems currently deployed. Once these machines become available, they will replace the high-capacity systems at the eight locations. They will also be deployed at many other medium-traffic stations.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 107-99

Tuesday, November 9, 1999

Contact: Henry J. Price

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**FAA and NASA Reach Agreement to
Share Information on Reusable Space Vehicles**

WASHINGTON – The Federal Aviation Administration (FAA) and NASA have signed the first-ever Memorandum of Understanding (MOU) concerning the future of space transportation research activities. In particular, the agreement describes the two agencies' cooperative research and development activities regarding Reusable Launch Vehicle (RLV) technology.

"I envision this agreement to be the cornerstone of enhanced cooperation between the FAA and NASA with respect to commercial space transportation and it will have a positive impact on both agencies," said FAA Associate Administrator for Commercial Space Transportation Patricia Grace Smith. "This is an exciting time for commercial space transportation and we are eager to work with NASA to develop a mutually beneficial research program to further the needs of the commercial space launch industry."

The objective of the MOU is to promote collaborative use by the FAA and NASA of technical information, research results, and potentially funded activities which will assist each agency in fulfilling its respective roles and responsibilities. Information and study results to be exchanged include:

- RLV system development, technology, maintenance and operations;
- Launch and reentry site infrastructure and integration into the National Airspace System;
- Training and health requirements for future crew and passengers;
- Environmental effects of space transportation systems; and
- Other specific areas of collaborative work in the area of future space transportation systems that may be of mutual benefit.

Organizationally, this agreement links the FAA associate administrator for commercial space transportation with NASA's associate administrators for aero-space technology, space flight, and life and micro-gravity sciences and applications.

Within the FAA, Smith has established working councils and integrated product teams to support RLV development with the associate administrator of air traffic services and the associate administrator for regulation and certification.

The FAA and NASA have had a long-standing working relationship, particularly in the areas of environmental reviews and safety programs for experimental space activities. The two agencies have also worked closely in the development of launch and reentry sites known as Spaceports.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 108-99

Monday, Nov. 22, 1999

Contact: Rebecca Trexler

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Top Ten Travel Tips for Holiday Flights

WASHINGTON--Thanksgiving and December holidays, traditionally the busiest times of the year for the nation's airlines and airports, are fast approaching. To help travelers minimize delays during the busy holiday season, the FAA today issued some simple suggestions.

1. Arrive early. Holiday crowds coupled with current security measures may increase the time you need to check in. Build even more time into your schedule if you need to fly with infants, young children, elderly or disabled passengers, or passengers with medical conditions.
2. Parking lots may be full, so consider using public transportation or having a friend drop you off. If you are driving, add extra time to your schedule.
3. Don't leave your car unattended in front of the terminal and be sure to observe all parking restrictions. Because of increased security, local parking rules are being strictly enforced.
4. Keep your photo identification handy. Some airlines require you to have proper identification to fly. If you do not have a photo identification card, make sure you have two pieces of identification, one of which must be issued by a government authority. Minors are not required to have identification. Failure to have proper identification may result in additional security scrutiny.
5. For international flights, airlines are required to collect your full name and ask you for a contact name and phone number. The Department of Transportation recommends that you provide the information.
6. Keep your eyes open for unattended packages and bags, and report them to authorities. Watch your bags and don't accept packages from strangers.

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7. Be prepared to answer questions about who packed your bags and whether you might have left them unattended at any time. Think carefully and answer honestly--history has shown that criminals and terrorists use unwitting passengers to carry bombs or other dangerous items on board aircraft, either by tricking passengers into carrying packages or by simply slipping items into unwatched bags. Answering "yes" to either question will only lead to a little extra scrutiny of the bag.
8. Do not joke about having a bomb or firearm in your possession. Security personnel are trained to react when they hear these words. Penalties can be severe, and can include the possibility of time in prison and/or fines.
9. Both carry-on and checked bags are subject to being hand-searched, so it's a good idea to leave gifts unwrapped until after you arrive at your destination. If airline security personnel cannot determine by X-ray the contents of a package, they can and will open it, or ask you to open it, for inspection.
10. Leave your firearms at home, and do not pack fireworks, flammable materials, household cleaners, or pressurized containers. Remember that violators of hazardous materials regulations are subject to civil penalties of up to \$27,500 per violation, as well as possible criminal prosecution.

If you would like to find out if there are any special travel advisories in effect, call the Department of Transportation's Travel Advisory Line at 1-800-221-0673.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 109-99

Wed., Nov. 24, 1999

Contact: Rebecca Trexler

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

The Federal Aviation Administration (FAA) finds the Inspector General's report helpful in outlining needed improvements in airport access control. The agency has already worked with 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, airports were required 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.

- 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

APA 110-99

Tuesday, November 30, 1999

Contact: Paul Takemoto

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FAA Announces Colombia, Malta 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 said that both Colombia and Malta comply with international safety standards set by the International Civil Aviation Organization (ICAO) and are rated as Category I.

During FAA's original round of assessments between 1993 and 1994, Colombia was found to comply with ICAO standards. However, in November 1995 a reassessment revealed it did not comply.

In 1997, the FAA said Malta was rated Category III. It becomes one of only two countries to move from Category III to Category I. The other is Ghana.

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 are able to 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.

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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.

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.

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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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FAA News Tips

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 111-99

Friday, December 3, 1999

Contact: Tammy L. Jones

Phone: 202-267-8521

FAA Public Affairs Posts News Tips on its Web Site

WASHINGTON – The Federal Aviation Administration (FAA) has added a new feature to the Public Affairs web site. Called "FAA News Tips," the new site contains information on FAA programs and/or issues. Reporters who wish to pursue stories on any of the issues contained on this site should call the public affairs officer listed for each brief for more information and/or interviews. The site address is www.faa.gov/apa/tips.htm

Currently, the site contains information on the following issues:

- The FAA's Quality Assurance Division has received the ISO 9002 certification of compliance. This standard is best described as a model for sound business practices, quality products and continuous process improvement.
- Aviation decision-makers can get accurate and timely weather information directly over the Internet. Using the aviation Digital Data Service pilots, airline dispatchers, air traffic controllers and others can get weather observations, warnings and forecasts.
- The FAA's Weather Support to Deicing Decision-Making (WSDDM) System has been selected as a model of excellence in government information technology. *Government Executive* magazine selected WSDDM as a winner in the 1999 Government Technology Leadership Award.
- The FAA proposes changes to its internal procedures for considering the environmental impacts of proposed agency actions and published new proposed procedures on Oct. 13 in the *Federal Register*. These items range from licensing commercial space launch operations, siting radar systems, and changing air traffic patterns, to approving grants for airport development.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 112-99

Monday, December 6, 1999

Contact: Kathryn B. Creedy

Phone: 202-267-8521

FAA APPOINTS NRS FOR AIRCRAFT COMPUTER SOFTWARE

WASHINGTON – The Federal Aviation Administration (FAA) has appointed Leanna K. Rierson as the national resource specialist for leading-edge aircraft computerization and certification issues.

Rierson has over 10 years experience in software development, including four as a lead avionics engineer on business jets at Cessna Aircraft. She joined the FAA in 1995 as an avionics software engineering specialist in the FAA's aircraft certification office in Wichita, KS. Since January 1997, she has been the software technical specialist and program manager for the Aircraft Certification Service's Avionics Branch. As such, she led the FAA's national software standardization program including the development of software training, research and policy.

In her role as the chief scientific and technical advisor for aircraft computer software, Ms. Rierson will be leading a number of national and international software activities. She is leading the software team that is made up of representatives of such international aviation authorities as the Joint Airworthiness Authority in Europe and Transport Canada. Ms. Rierson is on the executive committee of the international software committee, which is part of RTCA, the U.S. standard setting body, and its European counterpart, EUROCAE. Additionally, she leads the FAA's program for streamlining the certification process for aircraft software and the Flight Critical Digital Systems Research Team.

Ms. Rierson has authored numerous technical papers on aircraft software. She received her electrical engineering degree summa cum laude from Wichita State University in 1991. She recently completed work for her master of science degree in software engineering from the Rochester Institute of Technology. She is now pursuing a doctorate in software engineering.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 113-99

Wednesday, Dec. 8, 1999

Contact: Alison Duquette

Phone: 202-267-8521

FAA Orders Replacement of Boeing 777 Backup Engine Generators

WASHINGTON – The Federal Aviation Administration (FAA) today ordered operators of Boeing 777-200 and -300 airplanes, regardless of engine model, to inspect backup generators and replace any found with sheared shafts within 14 days.

The FAA's immediately adopted Airworthiness Directive (AD) affects Boeing 777-200 and -300 airplanes with PW4000, GE90 and Rolls Royce Trent 800 engines. The AD is prompted by two recent reports of inflight engine shutdowns caused by a failed engine backup generator. The FAA is still investigating the exact cause of the failures, including maintenance practices.

The AD requires the following actions within 14 days:

- Operators must revise their airplane flight manuals to prohibit 777 airplanes with sheared shafts from flying.
- Operators must inspect all backup generators and replace any with a sheared shaft. If both left and right backup generators are replaced at the same time, the operator must perform a non-ETOPS flight before resuming ETOPS operations.
- Operators must prohibit servicing of both left and right backup generators by the same person.

Boeing 777 airplanes are qualified for ETOPS, a special FAA certification that allows a two-engine airplane to fly over water for up to 180 minutes from the nearest airport.

Boeing 777 airplanes are designed to operate safely in the event of an engine shutdown.

There are 233 airplanes in the worldwide fleet affected by this AD, 61 of which are registered in the United States. Operators include American Airlines, Continental Airlines, Delta Air Lines, and United Airlines. The estimated cost to revise the airplane flight manual is \$60 per airplane. Backup generator inspections for sheared shafts are estimated at \$60 per airplane. Replacement and servicing costs vary depending on the condition of the backup generator.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 114-99

Thursday, December 9, 1999

MEDIA ADVISORY**The FAA Prepares for Y2K Air Traffic Activity**

WASHINGTON – The Federal Aviation Administration's (FAA) top official will brief reporters on her New Year's Eve flight and other FAA Y2K activities at a press conference at Ronald Reagan Washington National Airport on Dec. 31, 1999, at 3 p.m. Administrator Jane F. Garvey is flying from Washington, D.C. to San Francisco via Dallas/Ft. Worth during the Year 2000 rollover as an expression of confidence in the safety of the nation's airspace system.

FAA Y2K media coverage is expected to center on two main events – Garvey's coast-to-coast flight and the monitoring of the airspace system from the FAA Air Traffic Control System Command Center in Herndon, Va.

Media events are scheduled as follows:**December 16**

Background briefing – A detailed media briefing on the agency's Y2K efforts will be held on Dec. 16 at 3 p.m. The purpose of the briefing is to provide all reporters covering any of the events with factual background information on the Y2K program in advance of the events. The briefing will be conducted by Mary Powers-King, FAA Y2K program office director, at FAA headquarters in room 9AB. Reporters may take part via telecon. The number to call is: 202-493-4180, passcode 1111. Please contact Paul Takemoto (202-493-4305) to participate.

December 31

Command Center – Monte Belger, acting deputy administrator, and Powers-King will be at the Command Center. There will be regularly scheduled briefings starting the evening of Dec. 31. A phone bridge will be available for reporters not present.

Reagan National – Garvey will start her coast-to-coast trip with a media briefing at Reagan National in the Terminal B conference room (new terminal, above Delta Airlines) at 3 p.m.

Special Note: Parking is available at the airport. Those attending the press conference should have their parking tickets with them to have it validated before departing. Live TV trucks should park along the curb next to the terrace, upper level at Terminal B.

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Dallas/Ft. Worth – A media briefing will be held as soon as Garvey's plane arrives in Dallas. The event will take place outside of the arrival gate. Clyde DeHart, Southwest Regional Administrator, will introduce the administrator.

San Francisco – Another public ceremony takes place outside the arrival gate when Garvey lands at San Francisco International Airport, Boarding Area E, American Airlines security checkpoint. Bill Withycombe, Western-Pacific Regional Administrator, various dignitaries from San Francisco, and airport and airline officials will be present. Prior to flight arrival, media will have an opportunity to track Garvey's flight on a laptop computer in a conference room adjacent to the arrival gate.

Media needing to make special arrangements at either of the above events should contact one of the following coordinators:

Garvey's Flight: Drucella Andersen or Paul Takemoto, 202-267-3883

Herndon Command Center: Paul Turk, 202-267-3883

Reagan National Press Conference: Tammy Jones, 202-267-3476

Dallas/Ft. Worth Press Conference: John Clabes, 405-954-7504

San Francisco Press Conference: Kirsti Dunn, 425-227-2015

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 115-99

Monday, December 13, 1999

Contact: Kathryn B. Creedy

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FAA SIMPLIFIES RULEMAKING LANGUAGE IN REINVENTION EFFORT

WASHINGTON, DC – As part of initiatives developed by President Clinton and Vice President Gore, and in response to a customer satisfaction survey of commercial pilots, the Federal Aviation Administration (FAA) is simplifying its rulemaking process by writing all future regulatory documents in plain language. As a first step, the FAA will publish two model regulatory documents tomorrow in the *Federal Register*.

Commercial pilots, surveyed as part of Vice President Gore's National Partnership for Reinventing Government (NPR), gave the services provided by the FAA good marks. While these pilots recognized the FAA's professionalism and contributions to safety, they emphasized the need for clarity and standardization of regulations and policies. This conclusion was confirmed by the use of a pilot focus group. Focus groups will continue to be part of the new, evolving rulemaking process.

"We are gratified that one of our key customers recognizes the quality and contributions the FAA makes to aviation safety through air traffic services and the regulatory infrastructure," said Jane Garvey in announcing the results. "Even so, we have major initiatives underway to respond to pilot concerns and make a good system even better."

The new process is specifically designed to reduce the confusion in the federal aviation regulations and will result in all future rules incorporating plain-language principles. The new rulemaking process will ask not only for the standard comments on the content and implementation of the rule, but also on the clarity and the basic understanding of the rule. Consequently, new rules and guidance material, written in plain, simple language, will reduce confusion, making compliance easier.

FAA will publish tomorrow, its first ever proposed rule completely rewritten in plain language. The proposed rule details the public process for participating in FAA rulemaking. Other regulatory documents to be published this week in the new, plain-language style include model airworthiness directives (ADs) and advisory circulars (ACs), two basic regulatory documents. An airworthiness directive calls for the aviation industry to correct a safety of flight issue while an advisory circular is the basic guidance material the aviation community uses to comply with the Federal Aviation Regulations.

The University of Michigan polled 260 pilots that were randomly selected from the commercial pilot database. Questions concerned three major activities affecting FAA customers – air traffic services, original pilot certification and competency checks and clarity and consistency of regulatory standards. Questions also sought comment on how much those standards contribute to aviation safety.

The results of the survey as well as the air traffic and rulemaking action plans can be obtained by going to www.faa.gov/language. The full government-wide ACSI report is on www.npr.gov.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 116-99

Tuesday, Dec. 14, 1999

Contact: Henry J. Price

Phone: 202-267-8521

MEDIA ADVISORY

Aviation Community Celebrates With Area Students 96th Anniversary of the First Powered Flight

WASHINGTON - The Department of Transportation (DOT), Federal Aviation Administration (FAA), and other aviation-related organizations will celebrate the 96th anniversary of the Wright brothers' first flight with aviation-education events for area students. The activities will be held on Friday, Dec. 17 from 10 a.m. to 2:30 p.m. in the International Terminal at Baltimore/Washington International Airport (BWI).

In addition to commemorating the Wright brothers' first flight, events during the day are part of DOT's Garrett A. Morgan Technology and Transportation Futures Program. The program was created in 1998 by Transportation Secretary Rodney E. Slater to encourage students to consider careers in transportation and technical fields. Schools participating in the day include: the Fairfax County Professional Technical Studies Program, Alexandria, Va.; the Booker T. Washington High School, Washington; the Drew Freeman Middle School, Suitland, Md.; and the Baltimore Polytechnical Institute.

Speakers during the day include: Secretary Slater; FAA Administrator Jane F. Garvey; Maryland Secretary of Transportation John Porcari; David Blackshear, executive director, Maryland Aviation Administration; and Tom Crouch, senior curator of the National Air and Space Museum and author of *The Bishop's Boys -- Life and Times of Wilbur and Orville Wright*. The lunch speaker will be Meteorologist Andrew Humphrey of Washington's WTTG Channel 5. The day will also include K9 demonstrations of bomb sniffing dogs from the Maryland State Police, a tour of the FedEx Aircraft and Operations Facility, as well as a tour of BWI Airport. Prior to the event, the schools put together teams to develop their own flying model aircraft. A highlight of the day will be flight demonstrations of the models. A detailed schedule for the day follows this release.

Other sponsors and contributors of the day include American Airlines, the Experimental Aircraft Association, Maryland Department of Transportation, the General Aviation Manufacturers Association, the National Business Aviation Association, the National Air Transportation Association, and Southwest Airlines.

Garrett A. Morgan was an African-American inventor who lived from 1877 to 1963. His technical contributions include invention of the traffic signal as well as the gas mask. The Garrett A. Morgan Transportation and Technology Futures Program has three goals:

- To build a bridge between America's youth and the transportation community;
- To support the development of improved educational technology that provides better ways for people to acquire new skills; and
- To ensure that America's transportation work force for the 21st century is technologically literate and internationally competitive.

More on the Garrett A. Morgan program can be found on the Internet at www.dot.gov/edu/who.html.

AGENDA
WRIGHT BROTHERS 96TH ANNIVERSARY CELEBRATION
December 17, 1999

10 A.M.	Students arrive at BWI View Aviation Time Line
10:15	K9 Demonstration of Bomb Sniffing Dogs Maryland State Police
10:30	Welcome FAA Administrator Jane F. Garvey
10:35	Keynote Speaker Secretary of Transportation Rodney E. Slater
10:45	Remarks Maryland Secretary of Transportation John Porcari David Blackshear, executive director, Maryland Aviation Administration
10:55	The Wright Brothers Tom Crouch, senior curator, National Air and Space Museum
11:30	Aircraft Flyer Demonstration Contest
12 NOON	Lunch Andrew Humphrey, Fox Channel 5 meteorologist
12:30 P.M.	Depart for FedEx Cargo Hangar Tour of FedEx Aircraft and Operational Facility
1:15	Depart for BWI Airport Tour Career presentation by airline employees

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the World Wide Web at: www.faa.gov*

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 117-99

Dec. 16, 1999

Contact: Paul Takemoto

Phone: 202-267-8521

FAA Year 2000 Fact Sheet

- The FAA's Y2K effort is being led by the agency's Y2K Program Office, which was established on Feb. 4, 1998.
- In order to get its systems Y2K compliant, the FAA adopted the five-phase approach recommended by the General Accounting Office for all federal agencies.
- The five phases were: awareness, assessment, renovation, validation and implementation.
- The awareness phase was simply to become aware of the seriousness and scope of the Y2K problem.
- During the assessment phase, the FAA's 628 systems were examined to determine which ones needed repairs to properly recognize the Year 2000. The assessment phase was completed by the FAA's deadline of Jan. 31, 1998.
- During the renovation phase, the systems requiring repairs were repaired. Of the 628 total systems, the FAA identified 424 as mission critical and 204 as non-mission critical. Of the 424 mission critical systems, 152 required renovation. Of the 204 non-mission critical systems, 91 required renovation.
- All systems were renovated by the FAA's deadline of Sept. 30, 1998, with the exception of two. The decision to postpone renovation on those two until Dec. 31, 1998, saved taxpayers \$2 million. Neither system is involved in air traffic; they are used in compiling databases on aircraft regulation and certification.
- Following renovation, all systems receiving Y2K repairs were tested during the validation phase. This was successfully completed by the agency's deadline of March 31, 1999.
- Testing was conducted on several levels, beginning with individual system testing at the FAA's William J. Hughes Technical Center in Atlantic City, N.J.
- Subsequently, extensive end-to-end testing above and beyond the individual system tests was conducted at the Tech Center. These tests linked more than 30 mission critical air traffic systems. The first session tested weather links, the second tested operational links, and the third tested maintenance and monitoring systems. Each test was successful.

(more)

- A major air traffic test was then conducted on April 10-11 in Colorado. Primary systems were halved at air traffic facilities in Denver, Colorado Springs, Grand Junction and Longmont. One half controlled air traffic as normal. The test half monitored – but did not control – the same traffic with system clocks set forward to Dec. 31, 1999, and rolled over to Jan. 1, 2000. The test half handled the rollover safely and without incident.
- All FAA systems were implemented as Y2K compliant by the agency's June 30 deadline, and have been fully operational since then.
- The FAA has continued testing and re-testing those systems since then to provide additional assurances.

Other issues:

- International: The FAA has taken a leading role in helping foreign governments make sure that their air traffic control systems are Y2K compliant. Administrator Garvey proposed an International Civil Aviation Organization (ICAO) resolution that required ICAO member states to give notice on the status of their Y2K readiness by July 1, 1999.
- Information on the Y2K status of foreign destinations is posted on the Department of Transportation (DOT) web site at www.fly2k.dot.gov. Information is currently available on 138 destinations, 90 of which have direct flights with the U.S.
- U.S. airports: The DOT announced on Nov. 2 that all of the nation's 565 FAA-regulated airports have completed Y2K efforts to meet regulatory safety and security requirements during the rollover.
- The FAA Airports organization conducted site visits and interviews with officials at each of those airports.
- Information on those airports is posted on the DOT web site.
- U.S. airlines: The DOT on Nov. 16 announced that the nation's 10 largest airlines, which handle 95% of domestic passengers, were found to have no Y2K issues that would affect their compliance with federal safety standards.
- This was part of a FAA Y2K review of 2,875 U.S. carriers. The review process, which began over a year ago in the FAA Flight Standards office, involved about 3,000 FAA inspectors.
- The review focused on ground-based systems such as those that handle crew scheduling, pilot training and record keeping.
- Onboard avionics systems, which handle flight and navigation, were reviewed earlier by the FAA's Aircraft Certification office. Those systems do not process the year date in a meaningful way, and thus do not pose a safety risk due to Y2K.
- Information on all 2,875 carriers is posted on the DOT web site.

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the World Wide Web at: www.faa.gov*

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 117-99

Thurs., Dec. 16, 1999

Contact: Rebecca Trexler

Phone: 202-267-8521

Press Statement on American Airlines Plea Bargain

WASHINGTON—The Federal Aviation Administration (FAA) expects shippers, freight forwarders and air carriers to comply with regulations designed to ensure that only goods authorized for air transportation are carried on the nation's commercial aircraft. Any time air carrier personnel knowingly accept unauthorized goods they seriously compromise safety. The FAA hopes that today's plea bargain by American Airlines sends a strong message to everyone who ships hazardous materials by air and to every air carrier that accepts such shipments.

The FAA worked with the Department of Justice to develop the compliance program announced today. It requires American to apply additional corporate oversight to make sure that it is complying with all existing regulations. In addition, the agency is reissuing an advisory to airlines reminding them of a notice published in the June 4, 1998, *Federal Register*. The notice reemphasized the requirement for all airlines to train their personnel to recognize suspicious packages and pursue any indications that such packages might contain improperly offered hazardous material. It is the air carriers' responsibility to ensure their employees and contractors know and follow the rules for accepting cargo.

The FAA has gone to great lengths in recent years to publicize hazardous materials violations and crack down on violators. Since 1997, the agency has collected more than \$14 million in fines. In the same period, it has inspected 770 repair stations, 1,369 shippers, and 7,452 individual air carrier and freight forwarder stations. To further publicize violations and gain greater compliance, the FAA issues press releases on every civil penalty over \$50,000 and posts these releases on the web at <http://www.faa.gov/safety2.htm>. In the last three years, the FAA has increased the dangerous goods workforce by five-fold.

While FAA works hard to educate industry and enforce the hazardous materials regulations, it is up to the shippers, airlines, freight forwarders and repair stations to know and follow the rules for the tens of thousands of commercial flights every day. FAA inspections and tests reveal flaws in air carriers' hazardous materials programs. Criminal investigations, like the one announced today, are needed to uncover and prosecute airline employees who willfully accept unauthorized shipment. Both aspects of government action—civil and criminal—combine to make civil aviation safe.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 118-99

Monday, Dec. 20, 1999

Contact: Alison Duquette

Phone: 202-267-8521

Media Advisory: American Airlines 1420 Tape Release

WASHINGTON – On Tuesday, Dec. 21 at 11:30 a.m., the Federal Aviation Administration (FAA) will release the air traffic control tape and transcript of the June 1 accident in Little Rock, Ark. involving American Airlines flight 1420. The release will take place in room 9AB at FAA Headquarters, 800 Independence Ave., S.W., Washington, D.C.

The FAA will allow reporters to record the tape and will provide a transcript. The agency will not comment on the National Transportation Safety Board's ongoing accident investigation.

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the World Wide Web at: www.faa.gov*

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 119-99

Mon., Dec. 20, 1998

Contact: Rebecca Trexler

Phone: 202-267-8521

FAA Statement on Strengthened Security Measures

WASHINGTON—The FAA has raised the domestic baseline for civil aviation security in this country since the Gulf War, particularly beginning in 1996 based on the recommendations of the White House Commission on Aviation Safety and Security. Because of these changes, the agency has a higher degree of confidence in the more stringent security measures that are performed every day. The FAA will continue to monitor the current situation in consultation with law enforcement and intelligence agencies to see if any further changes in security are necessary.

However, in light of the recent arrest at Port Angeles, Wash., the FAA is redoubling its efforts—and asking members of the aviation industry to redouble theirs—to ensure that the current improved measures are performed well, both in the United States and in many locations overseas, where the measures have for some time been higher in response to different threat conditions.

Generally, the FAA does not discuss threat levels or changes in security procedures since to do so would undermine the overall effectiveness of the security program and heighten the potential risk to the public. However, travelers at our nation's airports may notice some of the more visible changes.

More FAA-certified K-9 explosives detection teams and uniformed police will be patrolling the airports, both inside and out. Passengers going through the security checkpoints may notice the additional use of trace explosives detector units. Those who travel to the airport in anything other than public transportation should be aware that local parking restrictions are being strictly enforced. In addition, more FAA inspectors will be active at U.S. airports to help monitor security operations.

All passengers are encouraged to be alert for any suspicious, unattended bags, parcels or other items, and report them immediately to airport personnel. Passengers can avoid inconvenience by not gift-wrapping items they are taking with them. While the FAA does not expect the increased security to cause delays, travelers should check in for their flights at least one hour early for domestic flights and two hours early for international flights.

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

**FOR IMMEDIATE RELEASE**

SW99120001

December 20, 1999

Contact: John Clabes

Phone: 405-954-7504

Controllers Using New STARS Displays to Direct El Paso Air Traffic

EL PASO—The Federal Aviation Administration has started controlling arriving and departing air traffic here with the new air traffic controller workstations of its Standard Terminal Automation Replacement System (STARS). This is the first component to become operational as part of a phased strategy to deploy this state-of-the-art, full-service system nationwide.

Controllers and technicians at this West Texas radar approach control facility successfully integrated the existing automation system with the workstations, which feature high-resolution color monitors. Raytheon Corporation of Lexington, Mass., is the development contractor.

The event is the first major milestone in this important modernization program. Jane Garvey, FAA Administrator, hailed the first deployment and use of STARS in successful partnership with controllers, system specialists, unions and contractors.

"This is an important first step," Garvey said. "We will continue to work together to make sure that an operationally suitable and acceptable system is deployed at air traffic control facilities throughout the National Airspace System."

El Paso TRACON Air Traffic Manager Steve Atkinson said, "We are elated with the prospects of the new STARS system, and extremely proud of the efforts all parties put forward to make this happen." Novell Green, El Paso System Support Center manager added, "Our equipment is being replaced with new, state-of-the-art equipment that will be easier to maintain, more reliable, and certified to provide the best service, the kind our customers have come to expect."

Testing on the new workstations was completed in September. Raytheon engineers worked with FAA management, the National Air Traffic Controllers Association and the Professional Airways System Specialists in partnership to develop the new system.

Once STARS is fully developed, it will provide air traffic control automation for any-size terminal facility. Major advantages in the system, in addition to the color monitors, include industry-developed software systems, an "evolutionary" approach to planned upgrades, reduced lifecycle costs through

use of common hardware and software that can be maintained from remote stations.

STARS is planned to replace existing automation equipment at all FAA terminal radar approach facilities in the United States.

Initial hardware was installed last summer here and at Syracuse, N.Y., each serves as a key site for incremental development and deployment of the automation system. El Paso began operations with software containing interfaces recommended by human factors groups, including the two unions.

FAA will continue to develop and test the current hardware and software configuration until it is suitable to replace aging displays at other facilities. When these upgrades are accepted, national deployment will begin. A list of those sites will be published later. Development will then continue until a full service automation system suitable for FAA operational use is ready for deployment.

FAA officials said in the interim, a baseline full-service system will be deployed at Eglin AFB, Fla., and other Defense Department sites. Doing so enables the military to replace aging and hard-to-maintain equipment at its facilities while FAA finishes final modifications to the full system. Eglin testing will be completed this month.

STARS will be used for operations at Syracuse in January, 2000. Eglin will begin live operations next May.

Raytheon is under contract with the FAA to install STARS at 173 FAA terminal area control facilities, 199 military radar approach control facilities and at associated air traffic control towers over the next decade.

El Paso approach controls approximately 1,100 square miles of air space extending from West Texas in the east to Southern New Mexico in the west, and south to the border of Mexico. Last year controllers worked 160,000 operations. Twenty-eight air traffic controllers and 27 system specialists who maintain the equipment work at the facility.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 120-99

Tuesday, Dec. 21, 1999

Contact: Fraser Jones

Phone: 202-267-8521

TOWER TO SANTA: "YOU'RE NUMBER ONE ON THE RUNWAY!"

WASHINGTON – The Federal Aviation Administration (FAA) today cleared Santa Claus and his trusty sleigh for an on-time takeoff on his annual Christmas Eve flight.

Dubbed "Kringle One" by air traffic controllers, Santa's flight plan calls for him and a crew of elves to criss-cross the nation guided by Rudolph's red nose. FAA briefers will send Santa the latest weather reports en route, and will remind him to keep his seat belt securely fastened at all times in case he encounters turbulence.

Santa's fire engine-red, reindeer-powered sleigh ("N-HoHoHo") mounts all the latest (jingle) bells and whistles. His equipment includes a computerized cockpit, Global Positioning System receivers for satellite tracking, an in-flight deicing system specially designed for polar routes, and terrain avoidance and warning electronics to help guide the sleigh around all those chimneys.

FAA inspectors visiting the North Pole found Santa and sleigh in compliance with all Federal Aviation Regulations and Airworthiness Directives. They also verified that Santa and his crew of elves are strictly observing FAA rules on flight and duty time. Santa has assured the agency that all elves will be safely secured in approved child safety seats during the flight.

For the first time, air traffic controllers will guide Santa using free flight technologies and procedures, permitting him to choose the most efficient routes, speeds and altitudes for the conditions existing on Christmas Eve. As a result, the FAA confidently predicts that Santa will experience absolutely no flight delays in delivering toys to the nation's children.

"We are happy Santa chooses to travel by air, the safest form of transportation," said FAA Administrator Jane F. Garvey. "We take pride in moving Santa safely through the nation's airspace, year after year, under the watchful eyes of air traffic controllers. Boys and girls -- whether naughty or nice -- can be sure that Santa's safety record is second to none."

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the World Wide Web at: www.faa.gov*

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 121-99

Tuesday, Dec. 28, 1999

Contact: Tammy Jones

Phone: 202-267-8521

MEDIA ADVISORY**Time Change for FAA Administrator's Y2K Briefing at Reagan National Airport**

WASHINGTON – The Federal Aviation Administration's (FAA) Y2K media briefing at Ronald Reagan Washington National Airport on Dec. 31, 1999 will be held at **4 p.m.** The briefing originally had been scheduled to start at 3 p.m. The briefing will still take place in the Terminal B conference room (new terminal, above Delta Airlines). At that time, Administrator Jane F. Garvey will brief reporters on her New Year's Eve flight and other FAA Y2K activities. Secretary of Transportation Rodney E. Slater will be present to give remarks.

Special Note: Parking is available at the airport. Those attending the press conference should have their parking tickets with them to have it validated before departing. Live TV trucks should park along the curb next to the terrace, upper level at Terminal B.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 123-99

Thursday, December 30, 1999

Contact: Paul Turk

Phone: 202-267-3883

MEDIA ADVISORY**FAA Y2K Activities**

The FAA has a number of activities planned on New Years Eve and will make every effort to be as accessible to members of the media as possible.

Because the Administrator will be flying that night and the majority of FAA's public affairs resources will be deployed to the FAA's command center in Herndon, the following information is being offered for your guidance.

- At 4 p.m., Administrator Garvey will conduct a press briefing at Reagan National Airport prior to her departure for Dallas. Transportation Secretary Rodney Slater will attend and make remarks. The briefing will be in the Terminal B conference room (above Delta Airlines)
- Shortly after the 7 p.m. EST aviation system rollover, FAA Administrator Jane Garvey, Transportation Secretary Rodney Slater and Y2k Council Chairman John Koskinen will be linked in a conference call. Barring weather problems, Garvey and Koskinen will be aboard aircraft and Slater will be in Herndon. The call will be pooled by ABC television.
- At approximately 9 p.m. EST, 8 p.m. CDT, Administrator Garvey will conduct a press conference at Dallas-Fort Worth Airport.
- After an 8:30 p.m. transportation sector briefing in the Y2K Washington headquarters by Secretary Slater, Acting FAA Deputy Administrator Monte Belger will conduct an on-camera briefing on the aviation rollover in Herndon. ABC will pool for cameras. AP is the photo pool for both the conference call and the briefing.
- The 9:30 p.m. briefing will be available on the FAA's media phone bridge: 202-493-4180, passcode 1111. This line will be a **listen-only** telephone bridge. Media representatives should call in no later than 9:15 p.m. and **put speaker-phones on mute**. You will be advised when the briefing will begin. **Media outlets with live air or other audio on their "hold" functions are cautioned not to place the call on hold. If any audio is heard on the line, it will disrupt the briefing and the telephone bridge will be immediately terminated.**

- Because the FAA public affairs staff will be in Herndon, we will record a summary of FAA activity, starting at 10 a.m. To hear that summary, call 202-267-3883. The line also will take messages and it will be checked regularly. If you have a query, we will make every effort to return your call promptly. We will also monitor the phone bridge on a regular basis during the day and evening to take questions. **Please do not call the FAA operations center to contact an FAA press officer.**
- After 6 a.m. on Saturday, Jan. 1, an FAA press duty officer may be reached by contacting the operations center at 202-267-3333.
- Remember, the FAA will not be posting material on the internet during this period. FAA materials will be included in DOT updates available by subscribing to the DOT List-serve <http://www.dot.gov.affairs/listserve.htm> and through the DOT briefing room web page at www.dot.gov/briefing.htm. Your attention is also directed to the Y2K office website <http://www.Y2K.gov>

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 121-99

December 31, 1999

Phone: (202) 267-3883

FAA Reports Guam Air Traffic Control Facility Successfully Greets New Year

WASHINGTON – The Federal Aviation Administration (FAA) announced that the Guam air traffic control facility successfully handled the midnight local time rollover to January 1, 2000 at 9 a.m. EST.

“We are pleased to report that the first FAA air traffic control facility to greet the New Year did so safely and without incident,” FAA Administrator Jane F. Garvey said.

The Guam Combined En Route and Approach (CERAP) facility handles aircraft within a 200-mile radius of Guam.

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PRESS RELEASES



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

FOR IMMEDIATE RELEASE

- December 31, 1999

Contact: -

Phone: -

Letter from Administrator Garvey to President Clinton Regarding Aviation and Y2K

The President
The White House
Washington, DC 20500

Dear Mr. President:

Aviation has reached the year 2000 and I am pleased to report to you and Secretary Slater that the nation's airspace system is up and running safely and efficiently.

So, using the words Orville and Wilbur Wright wrote in a telegram they sent nearly a century ago:

"Success {stop} ... Inform press {stop}."

Happy New Year.

Sincerely,

Jane F. Garvey
Administrator

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 122-99

December 31, 1999

Phone: (202) 267-3883

FAA Announces U.S. Air Traffic Control System Successfully Transitions to New Year

WASHINGTON – The U.S. air traffic control system successfully rolled over to January 1, 2000 with no disruptions to service at 7 p.m. Eastern Standard Time, the Federal Aviation Administration (FAA) announced today.

Air traffic operations are set to Coordinated Universal Time (UTC -- also known as "Zulu" time), which is five hours ahead of Eastern Standard Time.

"The air traffic control system successfully managed the rollover to the New Year," said FAA Administrator Jane F. Garvey. "As we enter the year 2000, we will continue to monitor, upgrade, and safeguard the world's safest aviation system."

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the World Wide Web at: www.faa.gov*