FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
Tuesday, January 4, 2000
Contact: Eliot Brenner
Phone: 202-267-3883

(READ ONLY)
FAA STATEMENT ON GAO Y2K REPORT

A recent GAO review of FAA Y2K programs alerted the agency that it had not consistently required appropriate background checks of the employees of its U.S. contractors who reviewed and remediated Air Traffic Control (ATC) software for Y2K compliance. The FAA took immediate steps to implement all of the GAO recommendations.

Our risk analysis of the contractors identified by the GAO, background checks conducted subsequent to receiving the draft report, the successful rollover of the ATC system on Jan. 1, and the resilience of the FAA's multiple layers of system protections ensure the continuing integrity of our ATC system.

Further, the remediation contractors were companies well known to government agencies and have years of experience and reliability working with ATC systems. None of the systems involved were classified and none had Y2K problems on rollover.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 01-00
Wed., Jan. 5, 2000
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Issues Proposed Rule to Improve Screener Performance

WASHINGTON— The Federal Aviation Administration today proposed a rule to improve the performance of screeners at airport security checkpoints. The proposed rule, which appears in today's *Federal Register*, responds to a key recommendation by the White House Commission on Aviation Safety and Security led by Vice President Al Gore, and to a Congressional mandate.

"The airport security screeners play a crucial role in protecting the flying public," said FAA Administrator Jane Garvey. "Today's rulemaking will give us the tools we need to regulate screening companies and make sure screeners meet our rigorous standards for detecting dangerous objects and keeping those objects from being brought on board passenger planes."

The proposed rule would require FAA certification for companies the airlines hire to perform security screening at airports. It would establish uniform standards for security screening company performance, strengthen training and testing standards for screeners, and impose more stringent experience and training requirements on screening company managers and instructors.

The requirements in this rule would make screening companies accountable, along with air carriers, for screener performance and screener training. This accountability would encourage screening companies to hire qualified, skilled employees and train them effectively. The FAA believes that the more rigorous qualifications and standards for screening companies would lead to improved performance.

A critical step in the certification process is having a reliable and consistent way to measure screeners' performance nationwide. The agency is currently deploying an automated screener testing system called Threat Image Projection (TIP) that runs on the checkpoint X-ray machines.

- more -

TIP monitors the screeners' ability to detect guns, knives and explosives devices by projecting electronic images of these threats into bags going through the X-ray machines. Once images are detected by the screeners, TIP lets them know the threats are not real and records their performance in a database the FAA can access to analyze performance. The new TIP system not only helps train the screeners and keep them more alert, it also gives FAA the objective data needed to achieve compliance with certification standards.

The proposed rule and the automated screener training system represent significant improvements that are expected to enhance the professionalism of airport security screeners. The proposal will be open for public comment for 90 days. The proposed rule is on the FAA web site at http://www.faa.gov/avr/arm/nprm/nprm.htm and the Department of Transportation's web site at http://dms.dot.gov.

###

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 02-00
Monday, January 10, 2000
Contact: Marcia Adams
Phone: 202-267-8521

FAA and Department of Agriculture Publish Manual
On Wildlife Hazard Management at Airports

WASHINGTON – In a joint effort to address wildlife hazard management at airports, the Federal Aviation Administration's (FAA) Office of Airports and the U.S. Department of Agriculture's (USDA) Wildlife Services recently issued a manual to help airport sponsors combat wildlife hazards at airports.

The FAA, which has the lead responsibility for aircraft safety, has an Interagency Agreement with the USDA Wildlife Services' National Wildlife Research Center to conduct wildlife hazard research. USDA's National Research Center is the U.S. government's primary expert in wildlife hazard issues.

The FAA also has a Memorandum of Understanding with USDA, Wildlife Services to provide airport sponsors assistance in handling local airport wildlife hazard issues, including conducting wildlife hazard assessments and developing wildlife hazard management plans.

"Our goal is to keep wildlife away from aircraft in flight and to get as much information as possible to those airports that are affected by wildlife hazards," said Paul Galis, deputy associate administrator for Airports.

The manual, the first of its kind in the United States, is the culmination of years of research, airport site visits and training conducted by the two agencies. The manual contains information designed to assist airport personnel in addressing airport wildlife hazard issues and enhancing aviation safety.

The manual serves as an additional tool or reference for airport sponsors as they develop, implement and evaluate wildlife hazard plans at their respective airports.

-more-

Specifically, the manual addresses:

- Wildlife hazards at airports;
- Agencies/organizations impacted by hazards;
- Federal regulations addressing hazards;
- Requirements for wildlife hazard assessments/management plans;
- Methods to reduce hazards;
- Wildlife control programs; and
- Wildlife hazard management training for airport employees.

Annually, wildlife aircraft collisions cost the U.S. civil aviation industry more than $300 million in aircraft damage and associated cost and almost 500,000 hours of aircraft down time. Between 1990 and 1998, 19 civil aircraft were destroyed as a result of collisions with wildlife.

Outside the FAA, distribution of the manual will be made primarily to all sponsors of FAA-certificated airports and to Wildlife Services State and Regional Offices. Copies of the manual can be obtained from the FAA's wildlife hazard website at: www.faa.gov/arp/hazard.htm or by writing to: New Orders, Superintendent of Documents, P. O. Box 371954, Pittsburgh, PA 15270-7954.

# # #

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 03-00
Tuesday, January 11, 2000
Contacts: William Shumann, FAA
Phone: 202-267-8521

Pam Richardson, PASS
202-293-7277

FAA and PASS Reach Tentative Agreement On New Five-Year Labor Pact

WASHINGTON — After more than a year of negotiations and several months of mediation through the Federal Mediation and Conciliation Service, the Federal Aviation Administration (FAA) and the Professional Airways Systems Specialists (PASS) have signed a tentative five-year labor agreement. PASS represents about 7,700 technical and support personnel in the Airways Facilities Division at the FAA.

The parties agreed not to disclose the specific provisions of the contract, pending ratification by the union's members. In general, however, the agreement reflects the agency's modernization effort and its move to a market-based pay-for-performance system. It is also in line with the FAA's new "core compensation" system being adopted agency wide. In addition, in return for higher pay levels, the union has agreed to maintain current staffing levels.

"We believe this is a fair and reasonable agreement for the agency and the members of PASS," said Steve Brown, Associate Administrator for Air Traffic. "It means that we can meet the legitimate pay concerns of our technicians and other staff represented by PASS, improve overall efficiency, maintain our high standards of safety, and stay within the tight constraints imposed by our budget."

"I believe that this agreement is one that will meet the needs of both the FAA and members of PASS," said Mike Fanfalone, PASS President. "The final agreement was crafted through a sincere attempt to provide job security, training on new technologies, and a fair and equitable pay system."

The union will now circulate the proposed agreement to its members for ratification, a process that is expected to take about 60 days.

# # #

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 04-00
January 14, 2000
Contact: Eliot Brenner
Phone: 202-267-3883

President Clinton Announces New Public-Private Partnerships to Increase Aviation Safety

WASHINGTON- The President today unveiled the Aviation Safety Action Program (ASAP), a new public-private partnership to boost aviation safety and protect the millions of Americans who travel by air every year. The partnership, which brings together the Federal Aviation Administration (FAA), airlines and employee unions, will encourage better reporting of safety concerns by aviation employees to their employers. ASAP will give the FAA and airlines an important new source of information to prevent safety incidents and will help meet the Administration's goal of reducing commercial aviation accidents by 80 percent by 2007. The President was joined by a number of airlines and unions, and called on other members of the aviation industry to join this pathbreaking effort.

NEW AVIATION SAFETY ACTION PROGRAM WILL PREVENT ACCIDENTS. Today the President announced a new Aviation Safety Action Program, which will encourage aviation employees to report safety-related issues and incidents to their employers and to the FAA on an expedited basis. ASAP has three important features: (1) new sources of safety data, (2) new incentives to report safety problems; and (3) the ability to reduce accidents and track problem areas.

New Data Sources: Improving air safety depends heavily on the ability to collect and analyze safety data, and to use that information to develop safer systems and take corrective actions before accidents occur. Airline employees are sometimes reluctant to report data that might result in the FAA undertaking enforcement action. As a result, important information goes unreported. The ASAP program will provide an important, previously unavailable source of data that will allow information to be captured rapidly and directly from those responsible for the day-to-day safe operation of our aviation system.

Incentives To Report Safety Issues: The ASAP program provides incentives to encourage aviation employees to swiftly report safety problems. It protects employees who promptly report problems, while at the same time retaining the FAA's ability to vigorously prosecute cases

involving substance or alcohol abuse, or intentional falsification by aviation employees, and to refer cases of potential criminal activity for prosecution by the Department of Justice. It also preserves the FAA's ability to take enforcement action in cases where FAA safety inspectors independently become aware of a potential violation.

Reducing Accidents and Tracking Problems: The ASAP program will help meet the Administration's goal of an 80 percent reduction in the commercial aviation accident rate by 2007. It will do so by providing a better look at human performance errors, helping improve man-machine interactions, and making it easier to put user-friendly technology in the cockpit and control towers. It can also lead to better aircraft operating and maintenance procedures, better equipment design, and improved pilot and mechanic training programs.

THE CLINTON-GORE ADMINISTRATION'S RECORD ON AIRLINE SAFETY. In August 1996, President Clinton established the White House Commission on Aviation Safety and Security, chaired by Vice President Gore. The Commission's final report set high goals, including reducing the commercial aviation fatal accident rate by 80 percent by 2007 and recommending ASAP programs. Following up on these recommendations, the Vice President launched the Safer Skies agenda in April 1998, which, as an initial step, expanded engine inspections and improved pilots' warning and detection systems. Today's announcement is the next step in the FAA's Safer Skies agenda, and only the latest of the Administration's efforts to make air travel safer for all Americans.

###

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

FAA News

Federal Aviation Administration, Washington, DC 20591

Tuesday, January 18, 2000
Contact: Paul Turk
Phone: 202-267-3463

MEDIA ADIVSORY

STARS Display
Initial Operating Capability
Syracuse Terminal Radar Approach Facility
Thursday, January 20, 2000
Secretary Slater, Administrator Garvey to Attend

The Federal Aviation Administration has achieved initial operating capability on the second of its new Standard Terminal Automation Replacement Systems, this one at the Syracuse, N.Y., Terminal Radar Approach facility.

The system represents the equipment and the capability that will be installed at 372 civilian and military radar approach and departure facilities around the nation over the next several years. Large, color displays will replace existing monochrome screens and open computer and display architecture will be able to host future data-processing enhancements and other new technologies, including real-time displays of weather intensity.

Secretary of Transportation Rodney E. Slater, FAA Administrator Jane Garvey and Acting Deputy Administrator Monte Belger will headline a program introducing the new system, Thursday afternoon. We'd like to invite you to attend and cover this event, part of the continuing modernization of the nation's airspace system and its technology.

Media tours of the facility will start at 1 p.m., and Slater, Garvey and Belger will preside over ceremonies at 2:30 p.m. There will be time for questions and answers afterward. The facility is adjacent to the Syracuse air traffic control tower on the field.

If you're able to attend, please let us know by contacting Paul Turk in FAA Public Affairs, (202) 267-3463; or, Arlene Salac or Jim Peters in FAA Eastern Region Public Affairs, (718) 553-3015.

##

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 06-00
Monday, January 24, 2000
Contact: Henry J. Price
Phone: 202-267-8521

MEDIA ADVISORY
THIRD ANNUAL COMMERCIAL SPACE TRANSPORTATION FORECAST CONFERENCE
Tuesday, Feb. 8, 9 a.m. to 5 p.m. and Wednesday, Feb. 9, 9 a.m. to 4:45 p.m.

WASHINGTON – The Federal Aviation Administration (FAA) third annual Space Transportation Forecast Conference will be held on Tuesday, Feb. 8 from 9 a.m. to 5 p.m., and Wednesday, Feb. 9 from 9 a.m. to 4:45 p.m. The event will be held at the Sheraton National Hotel at the corner of Columbia Pike and Washington Blvd. in Arlington, Va. The name of the hotel will change to the Best Western Pentagon City Hotel on Feb. 1.

The two-day conference will examine new technologies and the future of commercial space transportation in the 21st Century. FAA Associate Administrator for Commercial Space Transportation Patricia Grace Smith will welcome guests and former Chairman of the House Science Committee and Rep. Robert S. Walker, R-Pa., will speak at lunch on the first day of the conference. Walker is now president of the Wexler Group. On the second day, guests will be welcomed with a keynote address by the Chairman of the House Space Subcommittee Rep. Dana Rohrabacher, R-Calif.

The two-day event will also include representatives from industry, academia and government in panel discussions on important space transportation issues. The conference panels will focus on:

- Space tourism;
- Expansion of launch sites;
- Environmental issues;
- Risk assessment and management;
- Reusable launch vehicles;
- Space journalism;
- Advanced propulsion; and
- In-space technology.

The first day will also include special presentations by Dr. Neal Lane, assistant to the president for science and technology and director of the Office of Science and Technology Policy (OSTP), as well as remarks by Lt. Col. Victor Villhard, assistant director, OSTP. A more detailed schedule of the two-day conference follows this release.

###

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

AGENDA FOR COMMERCIAL SPACE TRANSPORTATION FORECAST CONFERENCE

Tuesday, Feb. 8

9 a.m.	Opening Remarks - Patricia Grace Smith, Federal Aviation Administration (FAA) associate administrator for commercial space transportation
9:15	Panel One – The Space Experience: Who, When and How? - Roger Crouch, NASA Shuttle astronaut - Tom Rogers, chief scientist, Space Travel Association, Arlington, Va. - Dr. Kathie L. Olsen, chief scientist, NASA
10:15	Break
10:30	Panel Two – So You Want to Launch Rockets? The Evolving Launch Sites - Pat Ladner, executive director, Alaska Aerospace Development Corp., Anchorage, Alaska - Bob Triplett, chairman, Oklahoma Aeronautics and Space Commission - Loren Shriver, deputy director, Kennedy Space Center (KSC), Fla. - Tom Moser, executive director, Texas Aerospace Commission
Noon	Lunch Speaker: - Former Chairman of the House Science Committee Rep. Robert S. Walker, R-Pa., president, Wexler Group, Washington, D.C.
2	Special Presentation - Dr. Neal Lane, assistant to the president for science and technology and director of the Office of Science and Technology Policy (OSTP)
2:45	Discussion - Lt. Col. Victor Villhard, assistant director, OSTP
3:15	Special Presentation - ArtStephenson, director, NASA Marshall Space Flight Center "NASA Space Launch Initiative
3:30	Panel Three – Environmental Case Studies: Overcoming the Obstacles - Hanson Scott, executive director, Southwest Regional Spaceport, New Mexico Office of Space Commercialization - Will Ernst, senior environmental specialist, The Boeing Co. - Sal V. Cucarese, director, manager of program development, Environment and Natural Resource Inst., University of Alaska - Daphne Fuller, manager, Environmental Law Branch, FAA
5	Adjourn/Reception

Wednesday, Feb. 9

9 a.m.	Second Day Keynote - Chairman of the House Space Subcommittee Rep. Dana Rohrabacher, R-Calif.
9:30	Panel Four: Of Risks and Rights: Risk Assessment and Management - John F. Ross, senior editor, *Smithsonian Magazine* - Peter Diamandis, chairman, X-Prize Foundation - John Vinter, president chairman, International Space Brokers, Inc.
10:30	Break
10:45	Panel Five: Kicking the Tires and Getting Under the Hood: Reusable Launch Vehicle (RLV) Operation and Maintenance - Robert Davis, CEO, Kelly Space and Technology - Carl Meade, X-33 deputy program manager, Lockheed Martin Skunk Works - Frank Bellinger, X-34 operations manager, Orbital Sciences Corp. - JoAnn Morgan, associate director, Advanced Development and Shuttle Upgrades NASA KSC
12:15 p.m.	Lunch Break
1:30	Panel Six: In the Footsteps of Walter Cronkite: Space Journalism - Rick Barnard, vice president and executive editor, *Space News*
3:15	Panel Seven: Customized and the Right Price: Optimizing Payloads for RLVs - Michael Kelly, chairman, Kelly Space and Technology, Inc. - Gary Hudson, president, Rotory Rocket Co. - Dennis Wingo, NASA Marshall Space Flight Center, Huntsville, Ala. - Charles Lauer, vice president, Pioneer Rocketplane Corp. - James Benson, Space
4:45	Adjourn

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 05-00
Tues., Feb. 1, 2000
Contact: Marcia Adams
Phone: 202-267-8521

FAA Selects Cecil Field for Military Airport Program

WASHINGTON – The Federal Aviation Administration (FAA) today selected Cecil Field in Jacksonville, Fla., as the 12th airport in the Military Airport Program (MAP). FAA has the authority to designate up to 12 airports to participate in the program. MAP, a set-aside of the Airport Improvement Program (AIP), provides financial assistance to the civilian sponsor of military airfields being converted to or that have been converted to civilian or joint-use airfields.

The MAP enhances airport system capacity by providing financial support for the development of civilian aviation facilities at joint-use and former military airfields in or near major metropolitan areas. MAP funds facilitate the addition of civilian airport capacity at relatively low cost.

MAP funds may be used for projects not generally funded by AIP that aid in the conversion process for civilian use such as building or rehabilitating parking lots, fuel farms, hangars, utility systems, roads and terminals.

"Converting military airfields to civilian use has the added benefit of enhancing airport system capacity and reducing flight delays," said Paul Galis, acting associate administrator for airports.

Cecil Field, a 6,090-acre former naval air station in the western part of Jacksonville, has four runways, including one that is 12,000 feet in length.

The following airports are in the program: Rickenbacker Airport, Columbus, Ohio; Pease International Tradeport, Portsmouth, N.H.; Myrtle Beach Airport, Myrtle Beach S.C.; Sawyer Airport, Marquette County, Mich.; Chippewa County Airport, Sault Ste. Marie, Mich.; Southern California International Airport, Victorville, Calif.; Williams Gateway Airport,

-more-

Chandler, Arizona; Austin-Bergstrom Airport, Austin, Texas; Homestead Regional Airport, Homestead, Fla.; Millington Municipal Airport, Millington, Tenn.; and Alexandria International Airport, Alexandria, La.

###

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

FAA OFFICE OF PUBLIC AFFAIRS
PRESS RELEASES HTTP://WWW.FAA.GOV/APA/PR
800 INDEPENDENCE AVE., WASHINGTON D.C., 20591

FOR IMMEDIATE RELEASE
AEA-02-00
February 2, 2000
Contact: Arlene Salac/Jim Peters
Phone: 718-553-3015

FAA Proposes $93,000 Civil Penalty Against Port Authority of New York and New Jersey

The Federal Aviation Administration has proposed to impose a $93,000 civil penalty against the Port Authority of New York and New Jersey for allegedly violating federal aviation safety regulations governing its operation of John F. Kennedy International Airport in Queens, New York. The Port Authority holds the operating certificate for Kennedy Airport.

The alleged violations on which the proposed civil penalty is based stem from the Port Authority's failure to correct, in a timely manner, discrepancies found during the FAA's airport certification inspection of Kennedy Airport. That inspection was conducted between July 26 and August 6 last year. The timetable for clearing the discrepancies was outlined in the FAA's letter of correction to the airport operator.

The discrepancies found at Kennedy Airport that are the subject of the proposed civil penalty include runway and taxiway markings and signs, inspections of airport fuel facilities and vehicles used to fuel aircraft, and the airport operator's self-inspection program.

The Port Authority of New York and New Jersey has 30 days from receipt of the FAA notice, which was mailed today, 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.

###

Back To FAA Press Releases || Back To FAA Public Affairs Home Page

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 07-00
February 2, 2000
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA APPOINTS MCCULLOUGH TO HEAD CNS DIVISION

WASHINGTON- The Federal Aviation Administration (FAA) has appointed Carl McCullough as its new director of communications, navigation and surveillance systems (CNS), an office that manages the development and deployment of avionics and air traffic control equipment.

McCullough's appointment became effective January 1, 2000. He is responsible for the four integrated product teams responsible for CNS and the modernization of the National Airspace System.

McCullough joined the FAA in 1993 to manage various major acquisitions, including terminal doppler weather radar. He later became the product lead for satellite navigation systems, including such programs as the Wide and Local Area Augmentation Systems (WAAS and LAAS). In August of 1999, he was selected for an FAA executive service position as deputy director of the office of air traffic systems development, a position he held until his most recent appointment.

A native Oklahoman, McCullough is a graduate of the U.S. Naval Academy and the Naval Postgraduate School. He served 24 years as a naval aviator. His various assignments included tours at both the Naval Air Systems Command and the Bureau of Personnel. He was deputy program manager for the F/A-18 aircraft and commander of the Defense Plant Representative Office at McDonnell Douglas in St. Louis.

Upon completion of his military career in 1990, McCullough joined McDonnell Douglas Helicopter Company as general manager of the MD-500 light helicopter program. Immediately prior to joining the FAA he served briefly as vice president of RAIL Company's eastern region. RAIL is a defense support contractor.

###

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 08-00
Thursday, Feb. 3, 2000
Contact: Henry J. Price
Phone: 202-267-8521

Assistant to the President for Science And Technology to Address Commercial Space Conference

WASHINGTON -- Dr. Neal F. Lane, assistant to the president for science and technology, is expected to announce Tuesday, Feb. 8, the results of a nine-month interagency review of the future management and use of the U.S space launch bases and ranges. The report will be released at a 2 p.m. presentation before the Federal Aviation Administration's Third Annual Commercial Space Transportation Forecast Conference at the Sheraton National Hotel in Arlington, Va.

The review was conducted by an Interagency Working Group (IWG) under the joint chairmanship of the White House Office of Science and Technology Policy (OSTP) of which Dr. Lane is director, and the National Security Council. The results of the study are expected to provide guidance for future policy decisions on the management, utilization, and financing structure for these facilities at Cape Canaveral Air Station, Fla., and Vandenberg Air Force Base, Calif. Lt. Col. Victor J. Villhard, assistant director of OSTP for space and aeronautics will lead a discussion of the review after Dr. Lane completes his remarks.

Later Tuesday, Art Stephenson, director of the NASA Marshall Space Flight Center at Huntsville will brief the conference on "The NASA Space Launch Initiative," which is expected to expand upon NASA's portion of the president's budget delivered to Congress. The future of the Space Shuttle and development of reusable launch vehicles are of particular interest to conference attendees.

The Conference lunch Tuesday will feature former Congressman and House Science Committee Chairman Robert Walker speaking on the future of the commercial space industry. Wednesday morning of the two-day gathering, Congressman Dana Rohrabacher, R-Calif., will deliver a keynote address expected to include discussion of legislation in this session of the 106th Congress affecting space programs and policies.

- more -

Panel discussions to be held Tuesday and Wednesday include sessions on the human experience in space, past, present and future; evolving and proposed launch sites; environmental issues and challenges; risk assessment and management in commercial space activity; reusable launch vehicle operations and maintenance, space media coverage, and; optimizing payloads for reusable launch vehicles.

# # #

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 09-00
Friday, February 04, 2000
Contact: Kathryn Creedy
Phone: 202-267-8521

FAA AWARDS IMPORTANT DATA LINK CONTRACT

WASHINGTON—In support of the Department of Transportation's commitment to improve safety, the Federal Aviation Administration (FAA) today awarded a multi-million-dollar contract to Computer Sciences Corp. (CSC) of Rockville, Md. to begin the software development and implementation of the Controller-Pilot Data Link Communications (CPDLC) Build 1A project.

En Route CPDLC is key to easing traffic congestion, allowing traffic growth, and enhancing safety. It will not only provide more efficient, automated communications between controller and pilot, it will reduce operational errors resulting from misunderstood voice communications. Designed to supplement air/ground communications while reducing voice communications between controller and pilot, it transmits digital non-time-critical information on a separate frequency.

CPDLC Build 1A will be deployed at the key site – the Miami Air Route Traffic Control Center, currently planned for June 2003 with national deployment beginning six months later at the 19 other air route traffic control centers. The FAA will implement CPDLC in phases, which will provide early benefits to users with CPDLC-equipped aircraft.

The contract includes system software development, integration and implementation of the CPDLC 1A system at Miami. The FAA's William J. Hughes Technical Center in Atlantic City and the Mike Monroney Aeronautical Center in Oklahoma City will also get CPDLC 1A for controller and airways specialist maintenance training. The initial award is worth an estimated $18 million dollars, with a total value of $68 million if all of the options are exercised.

###

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 10-00
Feb. 15, 2000
Contact: Paul Takemoto
Phone: 202-267-8521

Updated FAA Statement on Delta Air Lines' Compliance with Horizontal Stabilizer AD

Editors: Immediately after the following press release was issued the FAA was informed that Delta had completed all the required inspections overnight.

Delta Air Lines has inspected all of its 136 MD-80 and MD-90 aircraft as required by the Federal Aviation Administration (FAA) under its airworthiness directive (AD) issued on Feb. 11.

Upon FAA review of how the inspections were conducted, there was some question about the method Delta used to inspect the upper stop for the jackscrew, which is used to change the angle of the horizontal stabilizer. Specifically, it has been questioned whether Delta inspectors were able to confirm that the upper stop, which limits the downward travel of the stabilizer, was properly adjusted.

The FAA required Delta to verify these inspections by 9 p.m. EST on Tuesday, Feb. 15. The FAA received verification Tuesday morning after the issuance of this release.

Delta has complied with the balance of the initial requirements of the AD.

###

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 11-00
Tuesday, February 22, 2000
Contact: Henry J. Price
Phone: (202) 267-8521

MEDIA ADVISORY

FAA Holds 25th Annual Commercial Aviation Forecast Conference

WASHINGTON — The 25th Annual Federal Aviation Administration (FAA) Commercial Aviation Forecast Conference will be in Washington, D.C., from 8 a.m. to 5:30 p.m. on Tuesday, March 7, and on Wednesday, March 8 from 8 a.m. to 3 p.m. This year's conference is called "Aviation 2000."

The event is held in conjunction with the agency's annual release of its *FAA Aerospace Forecasts Fiscal Years 2000-2011*, and will join the commercial and general aviation conferences for the first time in over a decade. The goal is to emphasize the interdependence of these two major elements of the aviation community.

Conference activities will be at the Washington Convention Center, 900 9th St., N.W. The luncheon speaker on the first day will be Herb Kelleher, chairman, president, and CEO, Southwest Airlines. The luncheon will run from 12 noon to 1:30 p.m. Plenary panels on the morning of the first day will examine "The Outlook for Aviation," and "The Economic Benefits of Aviation. Afternoon breakout sessions will focus on issues affecting commercial air carriers, regional/commuter carriers, airports, and general aviation.

The second day events will begin with scheduled remarks from Secretary of Transportation Rodney E. Slater and FAA Administrator Jane F. Garvey. The luncheon speaker on day two will be from noon to 1:30 p.m. with remarks by Tom Weidemeyer, president, UPS Airlines. Plennary sessions on day two will focus on "Government Industry Aviation Programs for the Future," "Aviation Issues for the 21st Century," "Aviation Challenges for the New Millennium," and the conference will conclude with a panel discussion of industry and government officials.

The event is co-sponsored by Airports Council International-North America (ACI-NA) and National Business Aviation Association (NBAA) and traditionally attracts 400 to 500 individuals from the aviation and investment communities, government, and others from around the world. Members of the media may attend the entire event. Members of the public seeking more information regarding the conference may call (202) 267-3355. Attached is a more detail schedule of the conference.

# # #

25TH ANNUAL FAA COMMERCIAL AVIATION FORECAST CONFERENCE
Day 1—Tuesday, March 7

8 a.m. **Conference Chairman's Welcome and Panel I – The Outlook for Aviation.**

Moderator: Robert Bowles, manager, statistics and forecasts, FAA.

FAA Forecasts – John Rodgers, director, Office of Aviation Policy, and Plans, FAA.

- **Commercial Aviation -**
- **Large Jets** – Jonathan M. Schofield, chairman and CEO, Airbus Industrie of North America, Inc.
- **Regional Jets** – Steve Ridolfi, president, Bombardier Aerospace Regional Aircraft.
- **General Aviation** – Rob Ruck, vice president and general manager, Honeywell

10:15 **Panel II – The Economic Benefits of Aviation**

Moderator: William DeCota, director of aviation, Port Authority of New York and New Jersey.

- **The Economic Impact of Civil Aviation on the U.S. Economy** – Robert Zuelsdorf, president and CEO, Wilbur Smith Associates.
- **Case Study 1: Large Air Carrier Airport** – Gary J. Dellapa, director of aviation, Miami International Airport.
- **Case Study 2: Cargo Airport/Community** – Larry D. Cox, president, Memphis International Airport.
- **Case Study 3: General Aviation Airport/Community** – Jim Coyne, president, National Air Transportation Association.

12 noon **Lunch**

1 p.m. **Luncheon Speaker**

Speaker: Herb Kelleher, chairman, president, and CEO, Southwest Airlines.

1:30 p.m. **Session I, Commercial Air Carriers.**

Moderator: Mark Diamond, director, SH&E.

- Panel 1 Structural Developments.
- Panel 2 Competitive Climate.

Session II, Regionals/Commuters

Moderator: Tulinda Deegan Larsen, vice president, AvSolutions

Panel 1: Industry Issues

Panel 2: New Regional Aircraft Programs

Session III, Airports.

Moderator: Leonard Ginn, senior vp, economic and associate affairs, ACI-NA.

Passenger Issues.

Cargo Issues

Session IV: General Aviation

Moderator: Pete West, senior vice president, government and public affairs, NBAA.

Panel 1: Aviation's Foundation, Vertical Lift Possibilities, and Global Access

Panel 2: Legislative Considerations, General Aviation Review, and State and Local Issues

Day 2 -- Wednesday, March 8

8 a.m. **Plenary Panel Presentations/Discusions**

Moderator: David Traynham, assistant administrator for policy, planning, and international aviation, FAA.

Bilateral Agreements/Alliances

- Secretary of Transportation Rodney E. Slater (invited).

Air Traffic Control Programs

- FAA Administrator Jane F. Garvey.

National Research and Development Plan for Aviation Safety, Security, Efficiency, and Environmental Compatibility

- Charles Huetner, senior policy advisor for aviation, Executive Office of the President, Office of Science and Technology. Policy.

General Aviation Pilot and Promotional Programs

- Phil Boyer, president, Aircraft Owners and Pilots Association.

General Aviation Manufacturing Programs.

- Ed Bolen, General Aviation Manufacturers Association.

10:15 **Panel IV Aviation Issues for the 21st Century**

Moderator: Jack Olcott, president, NBAA.

Infrastructure Modernization.

- David Plavin, president, ACI-NA.

ATC System Management

- Norman Mineta, vice president for special business initiatives, Lockheed Martin Corp.

Safety and Security.

- Duane Woerth, president, Air Line Pilots Association.

Environment

- Barry Valentine, vice president, international affairs, GAMA

12 noon **Lunch**

1 p.m. **Luncheon Speaker**

Speaker: Tom Weidemeyer, president, UPS Airlines

1:30 p.m. **Panel Discussion "Aviation Challenges of the New Millennium**

Moderator: Nicholas Davidson, principal-in-charge, Leigh Fisher Association

General Aviation

- Jack Olcott, president, NBAA

Airports

- David Plavin, president, ACI-NA

Commercial Air Carriers

Passengers – Carol Hallet, president, Air Transportation Association

Cargo – Stephen Alterman, president, Cargo Airline Association.

Regionals/Commuters.

- Walt Coleman, president, Regional Airline Association.

Federal Aviation Administration

- David Traynham.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 12-00
Wednesday, February 23, 2000
Contact: Henry J. Price
Phone: (202) 267-8521

Statement of
Federal Aviation Administration
Administrator Jane F. Garvey

I am pleased to accept this report from the Fractional Ownership Aviation Rulemaking Committee (FOARC) regarding their views on the best ways to improve oversight of fractionally owned aircraft.

Back in October of last year, we established the FOARC to bring together the aviation community experts in the field to reach consensus on the most appropriate way to move forward. The committee represented government interests, part 135 operators, fractional ownership program managers, airframe manufacturers, corporate flight departments, traditional aircraft management companies, industry trade associations who, in turn, represented thousand of constituents, both large and small.

I have been encouraged by the openness and determination displayed by the members of the committee to resolve many of these tough issues. I also appreciate James Christiansen tremendous leadership of the committee's efforts.

The FAA will carefully review the FOARC's very well thought-out recommendations. After the review, the FAA will move forward with a proposed rulemaking effort. I am very encouraged by the solid collective partnership that has characterized this effort.

# # #

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 13-00
Thursday, February 24, 2000
Contact: Kathryn B. Creedy
Phone: 202-267-8521

MEDIA ADVISORY

WASHINGTON- The Federal Aviation Administration (FAA) has scheduled its second annual industry day to discuss Controller Pilot Data Link Communications (CPDLC) on February 29, 2000.

The day-long seminar will include overviews, including the current status of the CPDLC project from government and industry representatives. A panel discussion will take up the afternoon.

FAA speakers scheduled to speak include Carl McCullough, director-communications, navigation and surveillance systems; Jim Williams, aeronautical data link product team lead; and Son Tran, communications systems engineering lead. In addition to top FAA officials, speakers will include representatives of American and Northwest airlines, the National Air Traffic Controllers Association, Aeronautical Telecommunications Network Systems Inc, ARINC and EUROCONTROL.

The all-day event will begin at 8:30 a.m. in the third-floor auditorium at FAA headquarters at 800 Independence Avenue, SW, Washington, DC.

###

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 14-00
Wed., March 1, 2000
Contact: Rebecca Trexler
Phone: 202-267-8521

FAA Proposes $1 Million Fine Against AAR Airframe & Accessories Inc. For Hazardous Materials Violations

WASHINGTON – The Federal Aviation Administration (FAA) issued a notice proposing to assess a $1 million civil penalty against AAR Airframe & Accessories Inc. (AAR) of Wood Dale, Ill., for offering an improperly prepared shipment of hazardous materials for transport by air.

FAA's notice of proposed civil penalty issued Feb. 3 alleges that AAR, formerly known as AAR Allen Group Inc., on Jan. 31, 1997, offered to Air France a 41-piece consolidated shipment of excess aircraft parts—including approximately 808 chemical oxygen generators—for transportation by air from Charles DeGaulle Airport in Paris to O'Hare International Airport in Chicago. All of the oxygen generators were contained in passenger service units. AAR used its freight forwarder, Aerospace International, to pack the material. The AAR purchase order for the shipment indicated that all goods would be packed and marked (including notices of hazardous substances) in accordance with industry standards and comply with applicable laws and carrier requirements.

Thirty-one freight boxes containing an undetermined number of oxygen generators were transported on Air France Flight 054, a regularly scheduled passenger flight from Paris to Chicago, on Feb. 1, 1997. The rest of the boxes were transported on board a regularly scheduled Air France cargo flight. The FAA determined that 16 of the 41 freight boxes contained oxygen generators.

Chemical oxygen generators are a regulated hazardous material classified as a solid oxidizing substance. They have been prohibited from U.S. passenger-carrying flights since May 1996. The International Civil Aviation Organization established a similar prohibition shortly after the U.S. ban went into effect.

- more -

The FAA alleges that AAR, by its agent in France, Aerospace International, offered oxygen generators for transport by air when the generators were not properly described, marked, labeled and in the condition for shipment required by the Department of Transportation's Hazardous Materials Regulations. It also alleges that AAR offered oxygen generators for transport by air without labeling them for "cargo aircraft only" as required since the 1996 banning of oxygen generators from passenger-carrying flights.

The FAA began its investigation July 1, 1997, when it received information concerning three undeclared oxygen generators shipped by AAR on a cargo flight within the United States. FAA agents eventually traced this small shipment back to the much larger shipment of oxygen generators that had been transported from Paris to Chicago by Air France. FAA's investigation continued for the next 29 months as the agency attempted to determine the roles and responsibilities of the various parties involved. At the same time, the French government was conducting its own criminal investigation, and that investigation is still under way.

AAR 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.

###

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 15-00
Monday, March 6, 2000
Contact: William Shumann
Phone: 202-267-8521

FAA Breaks Ground for Regional Air Traffic Control Facility

WASHINGTON – The Federal Aviation Administration (FAA) held a ground-breaking ceremony today for a regional air traffic control facility to serve the entire Baltimore-Washington area. Located at Vint Hill in Fauquier County, Virginia, the new facility will improve both the safety and efficiency of air travel in the region.

Called the Potomac Tracon, the facility will consolidate terminal radar control facilities at four airports – Baltimore-Washington International, Dulles International, Reagan Washington National and Andrews Air Force Base – into one. The new Tracon (Terminal Radar Approach CONtrol) will guide aircraft within about a 75-mile radius of Washington, DC. Each of the four airports will continue to be served by its existing control tower.

"This facility will enhance safety, which is President Clinton's and Vice President Gore's highest transportation priority," U.S. Transportation Secretary Rodney E. Slater said. "It also shows our continuing commitment to modernizing our air traffic control system."

"The Potomac Tracon will bring the latest in air traffic technology to air travelers in the region," FAA Administrator Jane F. Garvey stated at the groundbreaking. "Having a consolidated facility will allow us to redesign and simplify air routes in our local airspace."

Simpler, more direct air routes will provide significant savings in time and fuel to airlines, the military and others flying in the area. The new routes will also allow arriving aircraft to stay higher longer and departing aircraft to climb earlier, which should result in less overall noise. The FAA emphasized that airspace redesign will not change the noise abatement procedures now in effect at area airports. The agency is preparing an Environmental Impact Statement (EIS) on proposed airspace changes.

- more –

The Potomac Tracon is planned to be fully operational in May of 2002. About 250 air traffic controllers and technicians will work in the new building. After factoring in the cost of the new facility, the FAA estimates it will save $2 million annually in reduced operating and maintenance costs compared with the current four separate Tracons.

The new facility will be a 95,000-square-foot building on a 33-acre site. Total cost of the Potomac Tracon is an estimated $93 million. In December 1999, the FAA awarded a $24.6-million contract to Manhattan Construction Co. of Fairfax, VA to build the facility.

###

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE:
APA 16-00
Tuesday, March 7, 2000
Contact: Henry J. Price
Phone: 202-267-8521

Commercial Forecast Reports Eighth Consecutive Year of Aviation Growth – "Aviation Enjoyed One of its Best, If Not the Best, Decade Ever"

WASHINGTON – Federal Aviation Administration (FAA) Administrator Jane F. Garvey announced today that during the 1990s and amid the longest post-war U.S. economic expansion in U.S. history, aviation enjoyed one of its best, if not the best, decade ever in terms of growth and expansion. The announcement came as the FAA released its *FAA Aerospace Forecasts Fiscal Years 2000-2011,* which reports that the commercial aviation industry ended the 1990s by recording its eighth consecutive year of air traffic growth, while the general aviation fleet has also made significant increases.

"The Clinton administration recognizes the importance of aviation to our nation's economy and its vital role in everyone's lives," said Garvey. "To meet the unprecedented growth predicted for air travel, throughout the 1990s we have laid the groundwork for an aggressive modernization of the airspace system infrastructure. The FAA is determined that, during the 21st century, Americans will be afforded the safest, most secure and efficient airspace system in the world."

The nation's air carriers, braced by one of the strongest economies on record, experienced a record estimated 664.5 million people traveling on U.S. commercial airlines in 1999. According to figures released today, this trend will continue, with the number of air travelers increasing to more than one billion in 2011. In addition, U.S. commercial air carriers reported an operating profit of $8.6 billion in 1999, only slightly less than the record $9.3 billion earned in 1998.

The number of domestic passengers traveling on large commercial air carriers is expected to increase to 594.8 million in 2000, an estimated 3.2 percent increase over 1999. For the period 1999 through 2011, passenger levels on large commercial aircraft are forecast to increase 3.6 percent a year, reaching 880.1 million in 2011. To accommodate this expansion, the FAA forecasts that the large commercial aircraft fleet will increase from 4,312 in 1999 to 6,400 aircraft in 2011, an annual increase of 3.3 percent.

- more -

Paralleling the increase in domestic air traffic, the number of passengers on large U.S. and foreign flag carriers traveling to or from the United States is expected to increase to 137.6 million in 2000, a 4.2 percent increase over 1999. This growth is expected to continue at a 5.1 percent rate each year reaching 239.4 million in 2011. Over the 12-year forecast period, growth is expected to be the strongest in Latin American and Pacific markets, growing by 6.1 and 6.0 percent, respectively. U.S. air carrier international enplanements are forecast to increase to 55.6 million in 2000 and grow by 5.5 a year, reaching 101.7 million in 2011.

Outpacing the large air carriers, regional commuter airline enplanements are forecast to increase to 78.2 million in 2000, an estimated 8.1 percent increase over 1999. Enplanements are expected to increase by 5.5 percent each year, reaching 137.5 million in 2011. In addition, the commuter passenger fleet is expected to increase from 2,237 aircraft last year to 3,186 aircraft in 2011, an annual increase of 3 percent. The regional jet fleet is expected to grow from 343 aircraft in 1999 to 1,546 in 2011, an annual increase of 13.4 percent.

General aviation in the United States is continuing to improve. The general aviation fleet is expected to increase from 206,500 in 1999, to 231,000 in 2011, a 0.9 percent yearly increase. The turboprop/turbojet fleet, the fastest growing segment, is forecast to increase 3.2 percent annually.

To meet the projected increase over the next decade in air traffic, the FAA has an aggressive modernization plan in place. It is projected that aircraft operations at FAA air route traffic control centers will increase from 45.7 million in 2000 to 59.4 million in 2011, growing 2.4 percent each year.

The FAA forecast provides extensive historical data and forecasts for the period 1999 through 2011 for large U.S. commercial air carriers, the nation's regional/commuter airlines, general aviation, and the military, and cargo airlines. The report will be released at the agency's annual Aviation Forecast Conference held March 7-8 in Washington, D.C. For the first time in over a decade, the conference will combine discussion of both commercial and general aviation forecasts. The goal is to emphasize the interdependence of these two major elements of the aviation community.

Members of the public can contact FAA's Statistics and Forecast Branch at (202) 267-3355 to obtain a copy of *FAA Aviation Forecasts Fiscal Years 2000-2011*. The media can contact FAA's Office of Public Affairs at (202) 267-8521.

# # #

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 17-00
Monday, March 13, 2000
Contact: Paul Takemoto
Phone: 202-267-8521

FAA Receives First-Ever Clean Financial Audit From DOT Inspector General

WASHINGTON - The Federal Aviation Administration (FAA) received a clean audit from the Department of Transportation's Inspector General (IG) for fiscal year 1999, marking the first time the FAA has achieved approval of its financial statements since the audits began in FY 1992.

"This is a tremendous step for us," said FAA Administrator Jane F. Garvey. "A clean audit brings the FAA to the standards of private industry for fiscal responsibility. It means that an independent auditor looked at our books and found that our costs are substantiated."

The report presents an unqualified or "clean" opinion on the full set of FAA financial statements. In past years auditors, unable to express an opinion, issued disclaimers. FAA statements include assets totaling $25.5 billion, obligations totaling $14.2 billion, and property and equipment spread across the country, making the FAA comparable in size to many of the nation's largest industrial companies.

The clean audit represents a major financial turnaround for the FAA. It contributes significantly to the credibility of the agency and the acceptance of newly developed cost-accounting information, as well as providing a more stable foundation for the future.

"I want to acknowledge the hundreds of employees from all the agency's lines of business who worked so hard to make this happen," Garvey said. "The teamwork displayed throughout the FAA was tremendous."

###

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 18-00
Tuesday, March 14, 2000
Contact: William Shumann
Phone: 202-267-8521

FAA Moves to Enhance Runway Safety

WASHINGTON – Federal Aviation Administration (FAA) Administrator Jane F. Garvey announced today new initiatives to enhance runway safety. These actions are aimed at reducing incidents when aircraft come too close either to each other or to ground vehicles at airports.

The initiatives include a series of workshops that will be held around the country to produce regional and local plans to reduce runway incursions. These workshops will be followed by a national summit this summer. The FAA is also initiating a program for pilots involved in such incidents that will help determine the root causes of such events.

"Improving runway safety at airports is one of our top safety priorities," Garvey said. "While we've made some progress in recent months, I believe we need to do more."

The new initiatives include:

- A series of regional meetings around the country in the next three months. Under the auspices of the FAA, these meetings will bring together airlines, airports, organizations in the general aviation community, pilots and air traffic controllers to develop additional ways to reduce runway incidents at airports in the region.
- A national summit in June to share results of the regional sessions and to review current efforts in human factors and new technologies.
- A one-year program to encourage pilots who have been involved in runway incursions to discuss the incidents with FAA safety inspectors. In return, the FAA, under most circumstances, would take only administrative action against the pilot when necessary.

-- more --

These initiatives will support efforts already underway. Last summer, Garvey elevated the runway safety program in the agency to give it more visibility and authority to work with various offices in the FAA and the entire aviation community. John Mayrhofer, director, Runway Safety Program Office, is mounting a multi-faceted effort to reduce runway incursions. Peter Challan, the deputy associate administrator for Air Traffic Services, oversees the program at the executive level.

This expanded runway safety effort includes developing new procedures and heightening the awareness of pilots, controllers and airport vehicle drivers through increased education and training. The FAA also continues to develop and deploy airport surface radars, computer enhancements to them, and other technologies that will reduce incursions, prevent accidents and improve aviation safety.

The FAA is encouraged that members of the aviation community are working together to make progress in reducing the threat of runway incursions. While it is too soon to discern a long-term trend, some favorable trends are already beginning to emerge. In the last seven months, there has been a 17 percent reduction in runway incursions compared with the same period the previous year.

###

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
Tuesday, March 21, 2000
Contact: Marcia Adams
Phone: 202-267-8521

Fact Sheet - Stewart International Airport (SWF) Privatization

Airport status. FAA has completed its review of the lease and revisions to the Government's deed issued under the surplus property act, essential steps before the record of decision is issued granting an exemption under the airport privatization pilot program. The exemption will relieve the airport sponsor and private operator from repayment of certain federal funds and property, and will permit the private operator to receive reasonable compensation for the operation of the airport. SWF is the first airport selected to participate in the FAA's airport privatization demonstration program.

Stewart International Airport, a small hub regional airport located 60 miles north of New York City, is served by scheduled and charter flights serving New York's mid Hudson Valley region. The 2,452-acre airport provides scheduled and charter service. It also serves as an Air National Guard Base.

New York State Department of Transportation selected National Express Group, PLC (NEG) of London, England, to manage and develop the airport under a 99-year lease. NEG owns and operates East Midlands International Airport and Bournemouth International Airport in Great Britain. The company also has extensive holdings in bus and rail operations. NEG will operate Stewart International Airport under its U.S. subsidiary, SWF Airport Acquisition, Inc.

Process for Stewart. Once the necessary documents are signed, SWF Airport Acquisition, Inc., will begin operating SWF as the first privatized airport under the FAA's airport privatization demonstration program.

FAA timeline for Stewart.

- **Oct. 23, 1997** - New York State Department of Transportation (NYSDOT) submits its preliminary application to FAA
- **Dec. 9, 1997** - FAA accepts SWF's preliminary application
- **Jan. 10, 1999** - NYSDOT files final SWF application with FAA
- **April 8, 1999** - FAA determines the application is complete and publishes the notice of receipt of the final application for SWF in the *Federal Register* the comment period ending June 7
- **June 11, 1999** - FAA publishes a notice in the *Federal Register* extending the comment period to June 28 and announcing a public meeting in New Windsor, N.Y.
- **June 12, 1999** - Public hearing on SWF in New Windsor, N.Y.
- **June 28, 1999** - Deadline for public comments

- **Oct. 28, 1999** - NYSDOT submits final lease to FAA

AIRPORT PRIVATIZATION DEMONSTRATION PROGRAM

What is it? The 1996 Reauthorization Act established a demonstration program and authorized the FAA to permit up to five airport sponsors to sell or lease their facilities by exempting them from certain federal requirements.

Program status. Besides Stewart, the agency is in various stages of application review for San Diego Brown Field, a general aviation airport in San Diego, Calif.; Niagara Falls International Airport, a general aviation airport in Niagara Falls, N.Y; Rafael Hernandez Airport, a small air carrier airport in Aguadilla, Puerto Rico, and New Orleans Lake Front Airport, a general aviation airport in New Orleans, La.

Airport ownership today. Commercial airports in the U.S. are virtually all owned and operated by local or state governments. Public-use general aviation airports are both publicly and privately owned.

What is airport privatization? Private companies may own, manage, lease and develop public airports. Congress established the airport privatization pilot program to explore privatization as a means of generating access to sources of private capital for airport improvement and development.

Exemption from federal requirement. The statute authorizes FAA to exempt an airport sponsor from its obligations to repay federal grants, return property acquired with federal assistance or use the proceeds of the sale or lease exclusively for airport purposes.

Number and category of airports. Five airports may be authorized for participation in the program. At least one must be a general aviation airport and no more than one large hub air carrier airport may participate. Under the pilot program, general aviation airports may be leased or sold, while the air carrier hub airport may only be leased.

Air carrier approval. Sixty-five percent of the selected airport's air carriers must approve the airport's sponsor's use of airport revenue for non-airport purposes.

Conditions for granting exemptions. FAA approval will be based upon the private operators' ability to prove they will ensure continued access to the airports on reasonable terms; provide airport operational safety, maintenance and improvement; continue operation of the airport in case of bankruptcy; provide security; mitigate noise and environmental impacts; and abide by any collective bargaining agreements already in place at the airports.

Application process. A public airport sponsor and the private operator selected to purchase or lease an airport may request participation in the pilot program by filing an application for exemption under 49 United States Code §47134(a).

Preliminary application. As a first step, public sponsors may submit a preliminary application for FAA review and approval. It must consist of summary narratives identifying the objectives of the privatization initiative, description of the process and timetables employed for selecting a private operator, current airport financial statements and a copy of the request for proposal. After the FAA has accepted the preliminary application, the airport sponsor can select a private operator for the airport.

Final application. Once a preliminary application is accepted, a public sponsor may advertise for a

private operator, negotiate an agreement and submit a final application to the FAA for approval. The FAA may accept up to five applications for review. If more than five airports submit applications, the FAA will establish a stand-by list.

Federal assistance. Under the pilot program, the private operator may receive Airport Improvement Program entitlement and discretionary grants, collect Passenger Facility Charges, and charge reasonable fees.

Federal oversight. Airports participating in the program are subject to the same federal oversight as other public-use airports. They must comply with the requirements of Federal Aviation Regulations Parts 39 and 107.

Report to Congress. The FAA will prepare a report to Congress on the results of the pilot program two years from the approval date of the first application.

###

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
March 27, 2000
Contact: William Shumann
Phone: 202-267-8521

Fact Sheet: Runway Safety Program

Increasing runway safety by reducing incidents and incursions is one of FAA Administrator Jane F. Garvey's top priorities in aviation safety.

Last year, as many as 600,000 pilots made about 68 million safe takeoffs and landings. About 7,000 air traffic controllers at more than 450 airports supervised them. In addition, there are hundreds of thousands of individuals authorized to drive vehicles on airports. The numbers of flights, people and airports involved under different conditions mean there is no easy or simple solution to reducing runway incursions that may lead to accidents.

The FAA defines a runway incursion as "any occurrence at an airport that involves an aircraft, vehicle, person or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off, intending to take off, landing, or intending to land." The term "loss of separation" refers to air traffic control (ATC) minimum distances between aircraft. An incident is a lesser event that involves a violation of regulations but with no collision hazard or loss of separation. For example, an airport truck driving along a runway without permission from the control tower would be an incident if no aircraft were present, but an incursion if an aircraft was less than one mile from landing.

Administrator Garvey has taken a number of measures to improve runway safety. These include:

- In August 1999, she elevated the runway safety effort in the agency by creating a new program office with additional resources and the authority to enlist all components of the FAA. An experienced manager, the director of the office reports directly to the Deputy Associate Administrator for Air Traffic Services.
- On March 14, 2000, she announced a series of nine regional workshops to be held around the country in the spring. Under the auspices of the FAA, these meetings will bring together airlines, airport officials, organizations in the general aviation community, pilots and air traffic controllers to develop additional ways to reduce runway incursions at airports in the regions.
- The regional meetings will be followed by a national one in June to share results of the regional sessions and to review current efforts in human factors and new technologies.
- In March, the Administrator also announced a one-year program to encourage pilots who have been involved in runway incursions to discuss the incidents with FAA safety inspectors. In return, the FAA would, under most circumstances, take only administrative action against the pilot.

These actions are part of the FAA's continuing efforts to reduce incursions through additional education

and training for pilots, controllers and airport vehicle drivers. The FAA believes that heightening and maintaining the awareness of all involved is the best way to reduce incursions. This education and training effort builds on earlier initiatives to increase awareness. In 1998, the FAA began sending Runway Incursion Action Teams (RIAT) to airports with high rates of incidents incursions. These teams meet with airport officials, pilots, airlines and controllers to explore reasons for recent incursions and methods to prevent recurrences. In 1999, the FAA made RIAT visits to 20 airports and plans to make another 25 visits this year.

The agency is also looking at technology to help in reducing incursions. Currently, 34 major airports have Airport Surface Detection Equipment (ASDE-3), an airport radar that shows the locations of aircraft on the ground to tower controllers. To work with the ASDE-3 radar, the agency is installing software that will sound an alarm to warn controllers of a potential accident after an incursion has occurred. Called Airport Movement Area Safety System (AMASS), this software is now being installed nationwide. AMASS will begin initial operation at San Francisco this September. It will be fully operational there in June of 2001 and in all 34 airports by September of 2002.

Developing AMASS into a useful, reliable warning system has been a complex technical challenge that has taken longer and cost more that we initially estimated. And it solves just part of the overall problem because it will be at only 34 large airports. Therefore, the FAA will award a contract in September for a less-expensive ground radar and warning system – called ASDE-X -- for airports that don't have the ASDE-3 radar and AMASS. Two prototype systems are now undergoing evaluations at the Milwaukee and Norfolk airports.

# # #

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
March 2000
Contact: Rebecca Trexler
Phone: 202.267-3441

Fact Sheet - FAA Explosives Detection Canine Team Program

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

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

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

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

The FAA canine program has expanded over recent years as a result of recommendations by the White House Commission on Aviation Safety and Security and the Security Baseline Working Group of the Aviation Security Advisory Committee. The commission said that an increase in the number of well trained dogs and handlers would make a significant and rapid improvement in security, while the working group recommended placing at least two canine teams at all of the nation's largest airports.

With the $8.9 million Congress provided for the program in the Omnibus Consolidated Appropriations Act of 1997, the number of teams rose from 87 teams at 30 airports in 1996, to about 174 teams at 39 airports in 1999. The program is expected to continue to grow slowly over the next two years.

For the first time in the history of this program, FAA explosives detection canine teams now are stationed

at each of the nation's largest airports. These highly trained teams are used every day to clear threats to aircraft and terminals, to check out suspect bags or cargo, and to deter terrorists.

Training

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

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

Breeds

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

###

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 19-00
Thursday, March 30, 2000
Contact: Les Dorr, Jr.
Phone: 202-267-8521

MINNEAPOLIS CONTROLLERS TEST TOOL FOR AIRPORT "RUSH HOURS"

WASHINGTON- Controllers at the Federal Aviation Administration's (FAA) Minneapolis air route traffic control center have started testing an advanced computer tool designed to help them direct more aircraft into airports during busy "rush hours" in the sky.

Traffic Management Advisor (TMA) helps en route controllers and traffic management specialists make more efficient decisions in handling arriving aircraft. TMA looks at planes as they come in from all directions while they are still several hundred miles from selected airports. As the aircraft get closer, it helps controllers develop plans to handle the traffic effectively according to the spacing requirements for each airport.

Traffic Management Advisor is a critical element of the FAA's Free Flight Phase 1 program, which is a package of computer hardware and software modernization tools designed to provide early measurable benefits to controllers and airlines. The tools were recommended to the FAA by a panel of government, industry and labor experts.

"We've turned the corner on modernization," said Charles Keegan, director of Free Flight Phase 1. "This new equipment is another important step that will help controllers funnel air traffic more smoothly into airports across the upper Midwest."

Computer Sciences Corporation, Rockville, Md., tailored TMA for use at Minneapolis Center. The system was initially developed by NASA for the FAA's high-altitude center at Dallas/Fort Worth International Airport. The FAA also plans to install TMA at its Atlanta, Denver, Los Angeles, Miami and Oakland Centers.

Controllers are currently testing TMA in the training room at Minneapolis Center. The next step will be moving the displays onto actual scopes in the control room for further testing before May. The FAA expects that controllers will begin using TMA to control actual air traffic before July.

-more-

"We're talking about 800,000 lines of computer code," said FAA program manager Maureen Knopes. "We are operating on a tight schedule, so there's little margin for error. We are in place ahead of schedule, and it's important that we hit the mark."

"I cannot say enough about the job everyone has done installing the system," said Patrick Sullivan, who leads the team of air traffic controllers testing the TMA hardware and software. "Everything worked as expected on the first try. We've finished in half the time we were planning to take."

The new system is one half of the FAA's Center-TRACON Automation System (CTAS). The other component – the passive Final Approach Spacing Tool (pFAST) – will be located at five Terminal Radar Approach Control facilities, or TRACONs: Atlanta, Dallas/Fort Worth, Los Angeles, Minneapolis and St. Louis. A TRACON usually handles air traffic within a radius of about 40 miles from an airport. Arriving aircraft are normally "handed off" from a Center to a TRACON during their approach.

Based on a consensus from all sectors of aviation -- manufacturers, airlines, general aviation, labor, research organizations and government -- the FAA established the Free Flight Phase I program in July 1998 to bring significant benefits to airspace users by the end of 2002. The five program elements are Traffic Management Advisor, passive Final Approach Spacing Tool, User Request Evaluation Tool, Surface Movement Advisor and Collaborative Decision Making.

###

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 20-00
March 30, 2000
Contact: Henry J. Price
Phone: 202-267-8521

FAA's First-Ever On-Line Public Forum Proves Successful In Gaining Rulemaking Input

WASHINGTON – The Federal Aviation Administration (FAA) has successfully completed its first-ever on-line public forum on the Internet to reach out to a diverse and widespread community to discuss potential regulatory actions. The agency's Office of Commercial Space Transportation (AST) solicited views on issues of concern to the growing number of participants in the field of amateur rocketry during a two-week period.

"In the case of any rulemaking effort, it is vital that the FAA receive input from all segments of the American people," said Associate Administrator for Commercial Space Transportation Patricia Grace Smith. "This on-line public forum allowed us to reach across a very diverse population and gain important insight into their concerns and needs. I predict this type of Internet service will better assist the agency in developing straight-forward, common-sense rules and regulations."

Due to the potential impact on public safety and loss of property, the FAA's Commercial Space Office most frequently deals with launch service providers, launch site operators, and other high-profile members of the commercial space launch community. However, since 1988, small-scale rockets have grown in power and sophistication. The FAA chose the on-line forum because it is efficient and accessible, and it enables an exchange of views early in the rulemaking process so current regulations could be updated to meet rapid changes in technology.

On Dec. 30, 1999, the FAA issued a Notice of Public Meeting in the *Federal Register* that listed an on-line public forum that allowed near real-time electronic discussion of the regulatory aspects of small-scale rockets. The FAA laid out the parameters of the discussion including the agency's possible area of consideration for rulemaking initiatives, and the type of information that would best help them reach regulatory decisions.

- more -

The forum enabled the FAA to solicit information from hobbyists, educators, rocket organizations, launch companies with developmental or test vehicles, state and local government agencies, private land owners whose land is used for rocket launches, and the general public. The site received more than 300 comments. Over the next several weeks, the agency will review the electronic and mail comments. The FAA then will decide whether and how to move forward with a Notice of Proposed Rulemaking (NPRM), to which the FAA would also solicit further comment before eventually issuing a final rule.

Through AST's Commercial Space Transportation Advisory Committee (COMSTAC) and the FAA's Aviation Rulemaking Advisory Committee (ARAC), the agency has a long history of seeking advice and recommendations from affected interests prior to possible rulemakings. The on-line website marks the first time the agency has turned to the Internet for a public discussion of potential rulemaking efforts.

Those interested in reviewing public comments on small-scale rocketry or learning more about commercial space transportation may access the Internet at *www.faa.gov*.

###

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

FAA News

Federal Aviation Administration, Washington DC 20591

APA 21-00
Saturday, April 1, 2000
Contact: Fraser Jones
Phone: 202-267-3333

FAA Issues Emergency Order on Boeing Model 717-200 Series Aircraft

WASHINGTON – The Federal Aviation Administration (FAA) Saturday ordered immediate inspections of the 14 B-717 200 series aircraft in service to check for potential electrical problems in the integrated standby instrument system (ISIS) altitude display.

The airworthiness directive (AD), which requires modification before further flight, follows reports of two instances of intermittent loss of altitude data on the Captain and First Officer's primary flight display and the ISIS altitude display. In both cases, the airspeed and altitude indication remained operational and the flights continued to their destinations without further incident.

The modification entails coiling and stowing the electrical cables between the cockpit glareshield control panel and the ISIS, and revising operational procedures to further isolate the ISIS from other cockpit instrumentation. These actions will prevent the loss of essential flight information displays.

The B-717 first went into service last year. The 14 B-717 series 200 airplanes affected by this AD are operated by TWA and Air Tran. The remaining 2 in-service B-717/200 airplanes are operated by the Greek airline Olympic. The airplane modification and change to the aircraft flight manual is estimated to take 2 hours and cost $120.00 per airplane to complete. This is considered interim action until final action is identified.

###

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 22-00
Monday, April 3, 2000
Contact: Les Dorr, Jr.
Phone: 202/267-8521

Media Advisory: Payne Stewart/Lear 35 Tape Release

WASHINGTON – On Wednesday, April 5 at 10 a.m. EDT, the Federal Aviation Administration (FAA) will release the air traffic control tapes and transcripts associated with the October 25, 1999 accident involving a Lear 35 aircraft carrying professional golfer Payne Stewart. The FAA will not comment on the National Transportation Safety Board's ongoing accident investigation.

Media should note that the tapes have a total running time of approximately three hours, but include only a few minutes of communication with or about the accident aircraft.

###

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 23-00
Tuesday, April 4, 2000
Contact: Fraser Jones
Phone: 202-267-8521

Moore Selected to Lead Airway Facilities Service

WASHINGTON – Federal Aviation Administration (FAA) Acting Associate Administrator for Air Traffic Services Steven Brown announced the selection of Alan Moore as director of the Airway Facilities Service. As director, Moore oversees 11,512 employees responsible for the maintenance, design and installation of more than 44,000 pieces of equipment and systems at over 6,000 FAA facilities across the county.

Mr. Moore has served as acting director for the past three months, and succeeds Stanley Rivers, who retired last year. During this time Mr. Moore has enhanced the working relationship with the Professional Airways Systems Specialists union, resulting in a new national contract currently in the membership ratification process.

"Alan Moore's commendable leadership capabilities and effective management style made him the obvious choice for this important position," said Brown. "Because the Airway Facilities Service performs a vital role maintaining and ensuring the continuous availability of equipment in our National Airspace System, it was critical that the director's position be filled promptly."

In addition to equipment maintenance and installation responsibilities, Mr. Moore oversees FAA pilots and other personnel who flight check air traffic control systems worldwide, protecting over 50,000 radio frequencies, and managing over 30 million lines of automated computer code.

A native of Oklahoma, Mr. Moore began his federal career in 1971 as an Air Force navigator and electronics warfare officer. He joined the FAA in 1974 as an electronics engineer. He holds a bachelor and masters degree in electrical engineering from Oklahoma State University. Mr. Moore is married and lives in Manassas, Va.

###

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 24-00
Thursday, April 6, 2000
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA AWARDS CONTRACT FOR ILS SYSTEMS

WASHINGTON--The Federal Aviation Administration (FAA) awarded a contract to Airsys ATM Inc for the acquisition of up to 105 Mark 20A Instrument Landing Systems (ILSs). The ultimate value of contract is $22 million. The new systems will dramatically improve the ability of pilots to land in poor visibility conditions and will also improve an airport's capacity.

The Instrument Landing System (ILS) is the primary landing system and provides vertical and lateral guidance to aircraft during the final approach and landing phases of the flight. The contract is for Category I ILSs, which provide guidance down to authorized minimums of 200 feet height above the runway and a visual range down the runway of 2400 feet.

The initial deployment of the first five include Stennis International in Bay St. Louis in Mississippi; Burlington Alamance in North Carolina; McCarren International and North Las Vegas in Nevada; and Zanesville, OH. The deployments will be the first ILSs at the four airports besides McCarren International, which already has several ILSs. The ILS allows pilots to descend to lower altitudes before making the decision to land, dramatically improving the safety of those airports in instrument landing conditions. The contract provides for up to 15 systems in the first year of the contract and up to 45 systems in each of the two option years for a total of 105 systems. AirSys ATM, Inc. provided Mark 20 Category I, II, and III ILSs to FAA under a contract which concluded in December 1999.

###

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 25-00
Monday, April 10, 2000
Contact: Paul Takemoto
Phone: 202-267-8521

ICAO Finds FAA Meets International Safety Oversight Standards

WASHINGTON — The International Civil Aviation Organization (ICAO) found that the Federal Aviation Administration (FAA) meets safety oversight standards for international aviation in a first-ever audit conducted last June.

The Montreal-based United Nations body concluded that the FAA conforms to worldwide standards in areas including aviation legislation and regulations, organization, personnel licensing and training, and aircraft operations and airworthiness. The audit is part of ICAO's plan to assess the compliance of its 185 member states with international aviation standards. The FAA volunteered in September 1998 to be one of the first civil aviation authorities audited by ICAO.

"Safety has always been President Clinton's and Vice President Gore's highest transportation priority," U.S. Transportation Secretary Rodney E. Slater said. "We are pleased that ICAO has recognized the FAA's work in maintaining the highest standards of air safety as we strive to make the world's safest aviation system even safer."

Secretary Slater said that the ICAO audit is a testimony to the FAA's hard work in maintaining and improving air safety. This includes its initiatives in sharing and analysis of safety information, improving aircraft inspection, and preventing accidents before they happen. In addition, the newly adopted FAA authorization bill will allow for continued improvements in air safety through modernization of air traffic control and supporting systems.

Specifically, ICAO found:

- The FAA has a "comprehensive and complete regulatory framework" for safety oversight that allows it to ensure a "high level of safety in its aircraft operations."

- more -

- The FAA has established national accident prevention and flight safety programs, such as the Air Transportation Oversight System (ATOS), a new method for surveillance that is designed to identify safety trends and spot and correct problems at their root cause.
- FAA oversight of aircraft manufacturing, and its conduct of related certification and continuing airworthiness activities, meets required standards.
- The FAA has a "comprehensive and efficient system" for personnel licensing, offering the "required level of consistency and integrity."

The complete text of ICAO's audit report is available on the Internet at the following address: http://www.faa.gov/avr/iasa/index.htm.

###

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 26-00
Monday, April 10, 2000
Contact: Tammy Jones
Phone: 202-267-8521

The FAA Establishes a Mentoring Program for Small Business Owners

WASHINGTON- The Federal Aviation Administration (FAA) has established a permanent Mentor Protégé program designed to broaden the agency's contractor base by encouraging prime contractors to mentor socially and economically disadvantaged small businesses.

"President Clinton and Vice President Gore are committed to extending the benefits of our vibrant economy to all Americans," U.S. Transportation Secretary Rodney E. Slater said. "By pairing small and minority-owned businesses with experienced contractors, we can enhance opportunities for a new generation of entrepreneurs."

"This is an opportunity for companies that have done well to reach back and help those who want to become competitive and bid on high-tech, aviation-oriented contracts," said Steven Zaidman, associate administrator for the Office of Research and Acquisitions.

The Mentor Protégé program was implemented as a pilot in April 1997. The pilot enhanced the capabilities of small businesses to work on high-tech FAA contracts and subcontracts. The permanent Mentor Protégé program will further invite FAA prime contractors and subcontractors to assist or partner with small socially and economically disadvantaged businesses, historically black colleges and universities, minority institutions and women-owned small businesses.

The goals for the program also include fostering the establishment of long-term business relationships between the protégés and FAA prime contractors and subcontractors, and increasing the overall number of disadvantaged firms and organizations that receive FAA contracts.

To be a mentor, a contractor must be eligible to receive federal contracts. Mentors can be large or small businesses. To be a protégé, firms must be socially and economically disadvantaged, and be eligible to receive federal contracts. Firms must also be certified as "small" in the Standard Industrial Classification Code for the services or supplies provided.

The Mentor Protégé program guide is located on the Internet at the FAA web site http://www.faa.gov/sbo.

###

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 27-00
Monday, April 17, 2000
Contact: Kathryn B. Creedy
Phone: 202-267-8521

FAA ISSUES INTERPRETATION ON PUBLIC AIRCRAFT TRAINING

WASHINGTON- In a move to increase the safety of public-use aircraft operations, the Federal Aviation Administration (FAA) issued an interpretation expanding the definition of public aircraft operations to include familiarization training flights, but only in limited circumstances.

The issue arose with the increasing use of surplus military aircraft by governmental entities. Previously such training was not considered to be a function of governmental aircraft, which is largely defined as fire fighting, search and rescue, law enforcement, aeronautical research or biological or geological resource management. The FAA expanded the scope of governmental aircraft functions to include familiarization training given in government-owned aircraft when the training meets the following criteria:

- The training is not given to satisfy any certificate requirements under Parts 61 or 63 of the Federal Aviation Regulations, governing the certification of pilots and other flight crew members;
- Individuals receiving the training are employed by the governmental entity to operate the aircraft to perform governmental functions;
- The training is for the purpose of familiarizing the pilot with the aircraft so that in future flights the pilot may fly the aircraft to the site where the governmental function is to be performed, perform the mission, return the aircraft and handle any emergency that may arise during the operation;
- The training is done in the aircraft that is owned by the governmental entity and that will be used in governmental functions; and
- Where the training is performed under contract, the contract clearly states that the governmental entity is legally responsible for the overall safety of the flight. In addition, the contract must also state that the contractor providing the training is not conducting the flight, but instead is providing instructors to the governmental entity for the entity's training flights only.

Training flights meeting these criteria would be considered as public aircraft operations.