FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 79-00
Mon., Nov. 13, 2000
Contact: Rebecca Trexler
Phone: 202-267-3462

FAA Receives *Aviation Week's* Technology Innovation Award For Threat Imaging System to Improve Aviation Security

WASHINGTON—The Federal Aviation Administration (FAA) announced today that its Aviation Security Human Factors Program at the William J. Hughes Technical Center in Pomona, N.J., will receive *Aviation Week & Space Technology's* prestigious Technology Innovation Award for a new computer imaging system designed to improve security screener performance at the nation's airports. FAA will receive the award for the Threat Image Projection (TIP) system jointly with Rapiscan Security Products of Hawthorne, Calif., and PerkinElmer Instruments of Long Beach, Calif., the companies that developed the imaging system for use on X-ray machines at the airport security checkpoints.

"We are extremely pleased to receive this award honoring the most innovative new technologies in global aerospace, especially since this is the first time the FAA has been named as a recipient," said FAA Administrator Jane F. Garvey. "We've deployed hundreds of advanced technology devices to detect explosives in passengers' bags, but this is the first system we've designed to improve performance of the human operators—our first line of defense in aviation security."

"The innovations honored this year were chosen for their potential to effect positive change in the industry," said Kenneth E. Gazzola, executive vice president/publisher of McGraw-Hill's *Aviation Week*. Company representatives will present the award to the FAA, Rapiscan and PerkinElmer at a special ceremony Nov. 14 in Long Beach, Calif.

While TIP technology is sophisticated, its operation is simple. TIP can project computer-generated images of hundreds of guns, knives and bombs onto the screens of security checkpoint X-ray machines to keep screeners alert and to test their skill at detecting dangerous objects. The system injects threat images at random into real bags going

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through the X-rays and into images of bags created by TIP. When a screener detects a threat and hits the button to stop the suspect bag, TIP flashes a congratulation message and records the screener's performance. TIP also records missed threat images.

The new system not only will help train screeners and keep them more alert, it also will allow companies to monitor each screener's performance. Those who need retraining in detecting specific items can be removed and retrained, while those who have general difficulty in detecting threat images could be shifted to other responsibilities, such as operating hand wands or trace detectors. TIP also will give the FAA objective data for measuring the screening companies' performance. Under a proposed rule expected to become final next year, companies would lose FAA certification to perform security at the airports if their screeners don't meet FAA detection standards.

This July, the FAA announced three contracts worth a total of up to $120 million to Rapiscan, PerkinElmer, and Heimann Systems of Pine Brook, N.J., that would allow the agency to purchase up to 800 TIP-installed X-ray machines from each vendor. The agency has already purchased and begun installing 476 TIP-installed X-rays at airport security checkpoints. Over the next three years, the FAA expects to replace every X-ray machine at every airport in the country with new TIP-installed X-ray machines, for a total of more than 1,200 units.

The FAA also is continuing its deployment of advanced explosives detection devices to the nation's airports. This equipment is already operational at 130 U.S. airports. With continuing funding, the FAA expects to extend this deployment to more than 400 airports across the country. There are now 116 FAA-certified explosives detection systems and more than 650 explosives trace detection devices in operation.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 80-00
Wed., Nov. 15, 2000
Contact: Marcia Adams
Phone: 202-267-3462

FAA PROVIDES ADDITIONAL SAFETY INFORMATION VIA WEB

WASHINGTON – The Federal Aviation Administration (FAA) today announced the expansion of its Internet web site to include aviation safety information about all airlines – domestic and foreign.

The new service is part of the agency's effort to better inform the public about aviation safety. The database is available at http://nasdac.faa.gov/main.htm. The international aviation database contains records of 260 accidents, searchable by airline name. Each record contains a brief narrative description of the accident as well as the date, location, aircraft type, registration number, number of passengers, fatalities and injuries. In addition, the database can be downloaded as an Excel spreadsheet.

Assistant Administrator for System Safety Christopher A. Hart said, "This database will provide travelers and aviation officials with key safety information that previously had been difficult to find. By providing both domestic and international safety information via our website, the FAA is providing the flying public more complete information about worldwide commercial aviation."

To provide this information, the FAA signed an agreement with Airclaims Ltd., a London, England-based aviation services company. Under terms of the agreement, Airclaims, Ltd., will maintain a condensed summary of foreign airlines' safety information beginning with 1990 data. Previously, the web site only contained domestic airline safety information.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 81-00
Monday, November 20, 2000
Contact: Les Dorr, Jr.
Phone: 202-267-3462

FAA's Collaborative Decision Making Earns Prestigious "Hammer" Award

Washington -- Vice President Gore has given the Federal Aviation Administration (FAA) a "Hammer Award" for starting a program with the airlines that shares real-time information about weather and equipment.

The Hammer Award is given by Vice President Gore's National Partnership for Reinventing Government to teams of outstanding federal employees whose work creates government that works better, costs less and delivers results to the American people. The award gets its name from the $400 hammers whose purchase in previous years became a symbol of bureaucracy and inefficiency.

Collaborative Decision Making (CDM), an element of the FAA's Free Flight Phase 1 program, links airlines and FAA controllers to provide simultaneous, real-time access to information about current and projected air traffic volume, aviation system constraints and restrictions, weather, equipment problems and delays.

"Collaborative Decision Making brings all of the players together, with better and more timely information," said FAA Administrator Jane F. Garvey. "Controllers and airlines work together to anticipate problems and minimize their effect on the system. The achievements of the FAA-industry CDM team exemplify the dedication and innovation that the Hammer Award is all about."

Under the CDM program, participating airlines continually send their operational schedules and any schedule changes in to the FAA's air traffic control headquarters in Herndon, Va. This "Command Center" uses the information to monitor airport arrival demand to make the most efficient use of airport capacity and system performance.

CDM helps the Command Center and the airlines address air traffic management problems such as airspace congestion due to heavy traffic or bad weather, which may require aircraft to be rerouted or delayed on the ground. The program greatly helps airlines to prepare for the effects of such events in advance.

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CDM helps ensure that when airport capacity is temporarily lessened, as many planes as possible can land. Airplanes move in and out of airports as quickly as possible, minimizing the effects of the constraint on airline schedules. Data show that improvements in airspace system performance using CDM have been most dramatic in bad weather.

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 1 program in October 1998 to bring significant benefits to airspace users by the end of 2002.

More information on Free Flight Phase 1 is available on the Internet at:
http://ffp1.faa.gov/home/home.asp

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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 82-00
Monday, Nov. 20, 2000
Contact: Tammy L. Jones
Phone: 202-267-3462

The FAA Conducts Demonstration of Total Transportation Applications of GPS Technologies

WASHINGTON – A partnership between the Federal Aviation Administration (FAA) and Brazil Directorate of Electronics and Flight Protection (DEPV) is helping facilitate the move towards widespread use of satellite navigation in the Caribbean and South American States.

The FAA and Brazil DEPV this week successfully conducted a demonstration in Brazil of civil transportation applications of the Global Positioning System (GPS) in a series of live exercises involving civil aviation aircraft, search and rescue maritime vessels, and emergency vehicles.

This multi-mode transportation demonstration is the first of its kind in the Caribbean and South American region and depicts some of the benefits that countries can receive today when implementing GPS technologies in their regions.

"These jointly-sponsored events demonstrate the FAA's commitment to satellite navigation technology and to its international cooperative efforts to enhance safety throughout the world," said Steven Zaidman, associate administrator for research and acquisitions.

The exercises included rescuing a boat in distress, police and ambulance vehicles navigating through high congestion in busy rush-hour traffic, and two aircraft landings at Santos Dumont Airport. Participants were able to monitor and track the status and location of all aircraft, ships, and vehicles in real time on a moving map display and see all the transportation modes converge at a single location at the airport. The demonstration identified the potential benefits and economic advantages that could be provided to participating states in the implementation of this technology.

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GPS is an effective navigation aid used throughout the United States to make all modes of transportation safer, more efficient and more cost-effective. These cooperative activities between the Brazil DEPV and the FAA demonstrate how the use of satellite-based navigation and communication technologies can be applied for all modes of transportation in Brazil, South America, and throughout the Western Hemisphere.

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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 83-00
Monday, November 20, 2000
Contact: Rebecca Trexler
Phone: 202-267-3462

FAA Issues Tips for Passengers during Busy Holiday Travel Season

WASHINGTON – With U.S. airlines predicting record-setting numbers of passengers during this year's Thanksgiving holiday travel season, the Federal Aviation Administration (FAA) today issued some suggestions for travelers to help make sure they arrive at their destinations as quickly and safely as possible.

- Before leaving home, contact the airline to make sure your flight is on time. For real-time information on the operating status of the nation's largest airports, check the FAA's Air Traffic Control System Command Center web site at www.fly.faa.gov.

- Arrive at the airport at least one hour early for domestic flights and two hours early for international flights. Holiday crowds coupled with current security may increase the time you need to check in. Build even more time into your schedule if you need help with infants, young children, elderly or disabled passengers, or passengers with medical conditions.

- Parking lots may be full, so consider using public transportation or having a friend drop you off. If you are driving, add extra time to your schedule.

- Don't leave your car unattended in front of the terminal and be sure to observe all parking restrictions. Because of current security, local parking rules are being strictly enforced.

- Keep your photo identification handy. Some airlines require you to have proper identification to fly. If you do not have a photo identification card, make sure you have two pieces of identification, one of which should be issued by a government authority. Minors are not required to have identification.

- Keep your eyes open for unattended packages and bags, and report them to authorities. Watch your bags and don't accept packages from strangers.

- Be prepared to answer questions about who packed your bags and whether you might have left them unattended at any time. Think carefully and answer honestly. History has shown

that criminals and terrorists use unwitting passengers to carry bombs or other dangerous items on board aircraft, either by tricking passengers into carrying packages or by simply slipping items into unwatched bags. Admitting you have concerns about your bags will only lead to a little extra security applied to the bags.

- Do not joke about having a bomb or firearm in your possession. Security personnel are trained to react when they hear these words. Penalties can be severe, and can include time in prison and fines.

- Don't pack unprocessed film in bags you plan to check. New explosives detection systems used to screen checked baggage might damage your film. Instead, pack your film in a carry-on bag or bring it with you on board the plane. X-ray equipment used at the security checkpoints to screen carry-on bags will not damage film below 1000ASA.

- Both carry-on and checked bags are subject to being hand-searched, so it's a good idea to leave gifts unwrapped until after you arrive at your destination. If airline security personnel cannot determine by X-ray the contents of a package, they can and will open it, or ask you to open it, for inspection.

- Leave your firearms at home, and do not pack fireworks, flammable materials, household cleaners, or pressurized containers. Remember that violators of hazardous materials regulations are subject to civil penalties of up to $27,500 per violation and to criminal prosecution that would carry penalties of $250,000 or more and up to five years in prison.

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

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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 84-00
Tues., Nov. 21, 2000
Contact: Rebecca Trexler
Phone: 202-267-3462

U.S. Army Lt. Gen. Michael Canavan Named to Head FAA Office of Civil Aviation Security

WASHINGTON—Federal Aviation Administration (FAA) Administrator Jane F. Garvey today named United States Army Lt. Gen. Michael A. Canavan as the new associate administrator for FAA's office of civil aviation security. Canavan is expected to start in his new position Dec. 4.

"I am extremely pleased that Mike Canavan has accepted this important position with the FAA," Garvey said. "His vast experience in overseeing the defense of our nation will make him a strong leader as we work with industry to ensure security for the flying public."

Since 1998, Canavan has served as chief of staff for the United States European Command in Stuttgart, Germany, where he coordinates the command's operations in Europe and most of Africa. In this position, he advises the commander and deputy commander in chief, and is responsible for the day-to-day coordination and operation of 1,400 joint staff overseeing 100,000 U.S. forces in the European Theater, Middle East and Africa.

Before his appointment as chief of staff, Canavan held a number of important positions, including serving as the commanding general for the Joint Special Operations Command from 1996 to 1998, commanding general for Special Operations Command Europe from1994 to 1996, assistant division commander for operations for the 82nd Airborne Division from 1993 to 1994, and commanding general for the Training and Doctrine Analysis Command from 1992 to 1993.

Canavan has held a variety of command and staff positions in Vietnam, Thailand, Germany, the Republic of Korea, and the United States--including service with the 10th Special Forces Group, 5th Special Forces Group, 6th Special Forces Group, Joint Casualty Resolution Center, 9th Infantry Division, 82nd Airborne Division (two tours), XVIII Airborne Corps, 2nd Infantry Division, Joint Special Operation Command (two tours) and the 7th Infantry Division (Light).

His combat operations include service in the Republic of Vietnam as commander, 1st Battalion (A-401), IV Corps Mobile Strike Force, 5th Special Forces Group, and a later tour in Thailand

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and Vietnam as a search team leader, Joint Casualty Resolution Center. He also served as a battalion executive officer with the 82nd Airborne Division in Operation URGENT FURY in Grenada. Some of his many contingency operations include PROVIDE COMFORT in Northern Iraq, JOINT ENDEAVOR in Bosnia, and ASSURED RESPONSE in the evacuation of Liberia.

Canavan enlisted in the U.S. Army in 1966 and served as a combat engineer. He was later commissioned a Second Lieutenant of Infantry after graduating from the Infantry Officer Candidate School in Fort Benning, Ga.

Canavan is a graduate of St. Martin's College, the U.S. Army Command and Staff College, and the Army War College. Some of his many military awards and decorations include the Defense Distinguished Service Medal with one Oak Leaf Cluster, Defense Superior Service Medal, Legion of Merit with one Oak Leaf Cluster, Bronze Star with one Oak Leaf Cluster, the Purple Heart, and the Combat Infantryman's Badge.

Canavan calls Surfside Beach, S.C., his home.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 85-00
Wednesday, November 22, 2000
Contact: Kathryn B. Creedy
Phone: 202-267-3462

FAA UNVEILS CONSUMER, PUBLIC INQUIRY WEB SITES

WASHINGTON — In an effort to provide air travelers with better and more timely information, the Federal Aviation Administration (FAA) today unveiled two new web sites that will provide information to make air travel easier, safer and more convenient. The first site will provide air travel safety tips, as well as real-time information on delays at specific airports. The second is an easy-to-use site to obtain answers to many aviation-related questions.

"These new sites make the FAA more accessible to air travelers, businesses and those interested in aviation," said FAA Administrator Jane Garvey. "With the growth in air travel we want to do our part to reduce the stress and frustration that travelers sometimes feel."

Prior to developing the new sites, the FAA conducted research to determine the most frequently asked questions and organized that information into a "user friendly" format.

The first site, which can be found on www.faa.gov under Traveler Information, not only provides information on airport on-time conditions, but outlines what passengers can do to enhance their safety while traveling by air. Called *Fly Smart,* the site is designed to follow a passenger's progression from travel activities at home to settling into the aircraft. *Fly Smart* provides safety tips on what to wear, carry-on baggage, household hazardous materials, turbulence, child safety seats, security and emergency evacuations. It also offers links to sites on consumer rights, travel advisories and traveling with disabilities.

The second site, which can be found on www.faa.gov under Public Inquiry, assists anyone who has questions about the FAA. This site provides one-stop shopping for everything from obtaining information on publications to reporting low-flying aircraft. The public can use the site to find FAA regulations, aeronautical charts and job opportunities. They can also find information on aviation education, aviation statistics and how to contact the FAA regarding safety or security concerns.

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Individuals who cannot find the information they are looking for on-line will have the option of e-mailing the FAA their questions at the end of each site.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 86-00
Tuesday, November 28, 2000
Contact: Henry J. Price
Phone: 202-267-3462

FAA Issues Rulemaking for Expendable Launch Vehicles

WASHINGTON – The Federal Aviation Administration (FAA) Associate Administrator for Commercial Space Transportation Patricia Grace Smith announced that the FAA has issued a proposed rule setting forth requirements for obtaining a license to operate an expendable space launch vehicle.

"The FAA is continually looking for ways to improve safety while best serving our customers' needs," said Smith. "This rulemaking goes a long way in securing the safety of commercial space launches for the public while cutting back on government red tape for launch operators."

Through this rulemaking, the FAA proposes to update and streamline its license application process for launches from U.S. territory or by U.S. citizens elsewhere. The agency also intends to codify the safety requirements for launch operators regarding license requirements, criteria, and responsibilities in order to protect the public from the hazards of such launches.

These safety requirements would apply to all licensed launches of expendable launch vehicles whether from a federal launch site or a non-federal launch site. This notice provides information regarding the criteria for obtaining a launch license, the responsibilities with which a launch licensee must comply, and operational requirements.

The FAA's overall goal is a streamlined licensing process that ensures public safety while providing performance standards, acceptable methodologies for meeting those performance standards, and flexibility. The proposed requirements in this Notice of Proposed Rulemaking (NPRM) empower launch operators to perform many of the safety functions currently performed by federal launch range personnel. This approach will allow a launch operator greater freedom to identify and implement efficient, cost effective safety processes designed to meet its specific needs.

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The proposal was published in the Oct. 23 *Federal Register*. An electronic copy of the NPRM is available via the Internet at http://dms.dot.gov, docket number FAA-2000-7953.

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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

-

November 29, 2000
Contact: -
Phone: -

LaGuardia Airline Letter

Airline
Address

Dear :

The Federal Aviation Administration (FAA) has been working with affected carriers and the Port Authority of New York and New Jersey to address the level of delays that are currently experienced at LaGuardia Airport as a result of the significant increase in operations authorized by the Wendell H. Ford Investment and Reform Act of the 21st Century (AIR-21). To that end, on November 15, 2000, the FAA published a Notice of Intent to Conduct a Lottery of Takeoff and Landing Times at LaGuardia in the Federal Register and requested comments concerning the proposed lottery (65 FR 69126; November 15, 2000).

The Notice of Intent to Conduct a Lottery published on November 15 describes the current operating conditions experienced at LaGuardia, and summarizes the recent increase in operations at the airport. The current high level of operating delays has frustrated passenger travel plans, disrupted efficient airline and airport operations nationwide, burdened the air traffic control system, and undermined the benefits of AIR-21. Market forces alone have not limited the scheduling of additional operations or the scheduling of these operations in peak hours at the airport, and the agency finds that the present number of hourly flights scheduled and planned is not sustainable for the long-term. Furthermore, the requests for exemptions filed under AIR-21, the related requests for operating authority from the FAA, and the LaGuardia schedules that carriers have published for future months all indicate that the number of operations would continue to increase in the absence of action by the FAA. Such an increase would result in increasing congestion and operating delays in coming months.

The FAA has broad authority under Title 49 of the United States Code (USC), subtitle VII, to regulate and control the use of the navigable airspace of the United States. Under 49 U.S.C. 40103, the agency is authorized to develop plans for and to formulate policy with respect to the use of navigable airspace under such terms, conditions, and limitations as may be deemed necessary in order to ensure the safety of aircraft and the efficient utilization

of the navigable airspace. Also, under section 40103, the agency is further authorized and directed to prescribe air traffic rules, regulations, and orders governing the efficient utilization of the navigable airspace. Nothing in AIR-21 withdrew this authority.

In addition, Congress recognized FAA's responsibility to ensure the safety of aircraft and the efficient utilization of the navigable airspace, and specified that this responsibility was not to be diminished or altered in any manner by the enactment of AIR-21. Section231 of AIR-21, 49 U.S.C. 41715(b)(1), expressly provides that the provisions for slot exemptions are not to affect the FAA's authority for safety and the movement of air traffic.

For the reasons listed above and in the enclosed notice, the agency finds that it is necessary to limit the current number of AIR-21 exemptions that may be operated at the airport, and to prevent the start-up of additional operations, until development of more permanent measures for the management of congestion and peak scheduling demand at LaGuardia Airport. At this time, the FAA adopts its proposal of an hourly limit of (approximately) 75 scheduled operations per hour, which will permit the allocation of approximately 159 slot exemption operations per day between the hours of 7:00 a.m. and 9:59 p.m. The FAA believes that this number is necessary due to the practical constraints of the airport environment and air traffic control services. The lottery is structured to support the goals of AIR-21 by accommodating both new entrant/limited incumbent carriers as well as carriers providing service to small hub and non-hub airports using aircraft with less than 71 passenger seats.

On December 4, 2000, the FAA will hold the AIR-21 lottery as described in the enclosed Federal Register notice, which was modified in response to comment received by the FAA. Each carrier listed on Attachment A may participate in the slot lottery described in the enclosed Notice, and select up to the number of slots indicated in Attachment A. Airlines that do not meet the criteria described in the attached notice will not be eligible to participate in the lottery. The FAA will reallocate exemption slots in accordance with the results of the lottery and all other AIR-21 exemption slots with be withdrawn. (See Attachment B.) These reallocated exemption slots will be effective on January31, 2001, and schedules must conform accordingly. Upon the reallocation of AIR-21 exemption slots by the FAA, each carrier must re-certify to the Department of Transportation, in accordance with the procedures articulated in OST Orders 2000-4-10 and 2000-4-11, and provide the Department and the FAA with the market to be served and the time of operation for each exemption slot awarded in the lottery.

The allocation of operating rights by lottery effective January 31, 2001, is not permanent. It is the FAA's intention to develop a demand management and market based solution to control delay at LaGuardia Airport with sufficient time for implementation when the lottery allocation expires on September 15, 2001.

This order constitutes the final agency action under 49 U.S.C. 46110. A review of this order may be filed in the United States Court of Appeals for the District of Columbia Circuit or in the court of appeals of the United States for the circuit in which the petitioner resides or has its principal place of business. The petition must be filed not later than 60 days after the date of issuance.

Sincerely,

James W. Whitlow
Deputy Chief Counsel

Enclosures

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

FOR IMMEDIATE RELEASE

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November 29, 2000
Contact: -
Phone: -

Notice of Lottery for Takeoff and Landing Times at LaGuardia Airport (PART I)

[4910-13]
DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
[Docket No. FAA-2000-8278]
High Density Airports; Notice of lottery of slot exemptions at LaGuardia Airport
AGENCY: Federal Aviation Administration

ACTION: Notice of Lottery for Takeoff and Landing Times at LaGuardia Airport.

SUMMARY: This notice announces a Federal Aviation Administration (FAA) lottery to reallocate exemption slots at LaGuardia Airport as authorized under the Wendell H. Ford Aviation Investment and Reform Act of the 21st Century. The FAA finds that this action is necessary to address the level of delays that are currently experienced as a result of the significant increase in operations authorized by that legislation, and to prevent an increase in delays from additional flights scheduled to begin in the near future.

DATES: The lottery will be held on December 4, 2000.

ADDRESSES: The lottery will take place in the FAA Auditorium, 3rd floor, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591 at 12:30 pm.

FOR FURTHER INFORMATION CONTACT: David L. Bennett, Office of Airport Safety and Standards, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone number 202-267-3053.

SUPPLEMENTARY INFORMATION:

Background
The FAA has broad authority under Title 49 of the United States Code (U.S.C.), Subtitle VII, to regulate and control the use of the navigable airspace of the United States. Under 49 U.S.C. 40103, the agency is authorized to develop plans for and to formulate policy with respect to the use of navigable airspace and to assign by rule, regulation, or order the use of navigable airspace under such terms, conditions, and limitations as may be deemed necessary in order to ensure the safety of aircraft and the

efficient utilization of the navigable airspace. Also, under section 40103, the agency is further authorized and directed to prescribe air traffic rules and regulations governing the efficient utilization of the navigable airspace.

The High Density Traffic Airports Rule, or "High Density Rule," 14 CFR part 93, subpart K, was promulgated in 1968 to reduce delays at five congested airports: John F. Kennedy International Airport, LaGuardia Airport, O'Hare International Airport, Ronald Reagan National Airport and Newark International Airport (33 FR 17896; December 3, 1968). The regulation limits the number of instrument flight rule (IFR) operations at each airport, by hour or half hour, during certain hours of the day. It provides for the allocation to carriers of operational authority, in the form of a "slot" for each IFR landing takeoff during a specific 30-or 60-minute period. The restrictions were lifted at Newark in the early 1970s.

"AIR-21"
On April 5, 2000, the "Wendell H. Ford Aviation Investment and Reform Act for the 21st Century" ("AIR-21") was enacted. Section 231 of AIR-21 significantly amended 49 U.S.C. § 41714 and included new provisions codified at 49 U.S.C. §§ 41716, 41717, and 41718. These provisions enabled air carriers meeting specified criteria to obtain new slot exemptions at New York's LaGuardia Airport (LaGuardia) and John F. Kennedy International Airport (JFK), Chicago's O'Hare International Airport (O'Hare) and Washington DC's Ronald Reagan Washington National Airport (National). As a result of this legislation, the Department of Transportation (Department) issued eight orders establishing procedures for the processing of various applications for exemptions authorized by the statute.

Specifically, Order 2000-4-11 implements 49 U.S.C. 41716(a), which provides in pertinent part that an exemption must be granted to any airline using Stage 3 aircraft with less than 71 seats that proposes to provide nonstop service between LaGuardia and an airport that was designated as a small hub or nonhub airport in 1997, under certain conditions. The exemption must be granted if: (1) the airline was not providing such nonstop service between the small hub or nonhub airport and LaGuardia Airport during the week of November 1, 1999; or (2) the proposed service between the small hub or nonhub and LaGuardia, exceeds the number of flights provided between such airports during the week of November 1, 1999; or (3) if the air transportation pursuant to the exemption would be provided with a regional jet as replacement of turboprop service that was being provided during the week of November 1, 1999.

According to AIR-21 and the Department's Orders, air carriers meeting the statutory tests delineated above automatically receive blanket approval for slot exemptions, provided that they certify in accordance with 14 CFR 302.4(b) that they meet each and every one of the statutory criteria. The certification must state the communities and airport to be served, that the airport was designated a small hub or nonhub airport as of 1997, that the aircraft used to provide the service have fewer than 71 seats, that the aircraft are Stage 3 compliant, and the planned effective dates. Carriers must also certify that the proposed service represents new service, additional frequencies, or regional jet service that has been upgraded from turboprop service when compared to service for the week of November 1, 1999. In

addition, carriers must state the number of slot exemptions and the times needed to provide the service.

Order 2000-4-10 implements the provisions of 49 U.S.C. § 41716(b), which states in pertinent part, that exemptions must be granted to any new entrant or limited incumbent airline using Stage 3 aircraft that proposes "...to provide air transportation to or from LaGuardia or John F. Kennedy International Airport if the number of slot exemptions granted under this subsection to such air carrier with respect to such airport when added to the slots and slot exemptions held by such air carrier with respect to such airport does not exceed 20." Applications submitted under this provision must identify the airports to be served and the time requested.

Section 231 of AIR-21, 49 U.S.C. § 41715(b)(1) expressly provides that the provisions for slot exemptions are not to affect the FAA's authority for safety and the movement of air traffic. The reallocation of exemption times by the lottery procedures described in this Notice is based on the FAA's statutory authority and does not rescind the exemptions issued by the Department under Orders 2000-4-10 and 2000-4-11. As provided in those orders, carriers that have filed the exemption certifications also need to obtain an allocation of slot exemption times from the FAA. The limiting and reallocation of these exemption slots is in recognition that it is not possible to add an unlimited number of new operations at LaGuardia Airport, especially during peak hours, even if those operations would otherwise qualify for exemptions under AIR-21.

Lastly, section 93.225 of Title 14 of the Code of Federal Regulations sets forth the process for slot lotteries under the High Density Rule. The process described in the regulations is similar to the process described herein and allows for special conditions to be included when circumstances warrant special consideration.

Actions of the Port Authority of New York and New Jersey
In response to a significant increase in exemption operations under AIR-21 beginning in late summer (from 53 operations in August 2000 to 192 operations at the end of September), the Port Authority of New York and New Jersey (Port Authority) issued a letter on August 2 to all carriers filing for AIR-21 exemptions requiring 45 days advance notice of new operations at the airport under AIR-21. On August 21, the Port Authority issued a second letter to carriers planning to initiate service under AIR-21 exemptions requesting that the carriers schedule their flights outside of the most congested hours in order to mitigate the delays generated by additional flights. On September 19, the Port Authority announced a temporary moratorium on new flights. In that letter, the Port Authority stated its intent to replace this moratorium as soon as possible with a measure that will prevent an unlimited increase in operations at LaGuardia, and at the same time fairly accommodate Federal interests in competition and in service to small hub or nonhub airports as provided in AIR-21. To that end, the Port Authority has proposed to the FAA the imposition of a limit on the number of AIR-21 exemption flights at LaGuardia, and the allocation of those flights to eligible carriers through a lottery procedure to address, in the short-term, the current situation at the airport.

The following factors describe the current operating conditions experienced at LaGuardia:

· There were more than 9,000 flight delays at LaGuardia in September 2000, up from 3,108 in September 1999. In September 2000, 25% of the flight delays in the U.S. were at LaGuardia. In September 1999, the figure was 12%.
· Average delays for many afternoon flights at LaGuardia in September 2000 exceeded 48 minutes. The average delay for all flights that month was 43 minutes.
· LaGuardia has recently experienced as many as 600 delayed flights on a day when there is good weather and no other significant problems in the air traffic control system.
· Some flights at LaGuardia have experienced average ground delay time that exceeds scheduled flight time.
· Air carriers routinely cancel scheduled flights, especially in afternoon and evening hours, due to aircraft positioning and other operational issues related to excessive delays.

Since AIR-21 was enacted on April 5, 2000:
· Carriers have filed exemption requests for more than 600 new flights a day at LaGuardia.
· As of November 1, over 300 new flights are operating under AIR-21 exemptions.
· Carriers have published schedules for 28 new flights in December and 23 more new flights in January 2001.
· In April 2000, the number of scheduled operations at LaGuardia was 1064. As of November 1, that number was 1344.
· If the flights published for December and January began operation, there would be approximately 1395 scheduled operations each day at the airport, an increase of 30% in less than a year at an airport that was already one of the top two delay airports in the U.S.

Notice of Intent to Conduct a Lottery
On November 9, 2000, the FAA issued a Notice of Intent to Conduct a Lottery seeking comment on the agency's proposed slot lottery at LaGuardia (65 FR 69126; November 15, 2000). The agency proposed that as of January 1, 2001, scheduled operations would be limited to 75 per hour to limit daily and hourly demand on airport facilities and the air traffic control system. The FAA believes that this number of flights can be accommodated in good weather conditions and at the same time, will provide access for AIR-21 exemption flights. (This number does not include extra sections of scheduled air carrier flights or the 6 reservations per hour for "Other" nonscheduled operations, including general aviation, charters and military flights.) As a result, the number of AIR-21 slot exemptions at LaGuardia would be limited to approximately 150 a day between the hours of 7:00 a.m. and 9:59 p.m. (the actual hourly total is 159). Also on January 1, 2001, the FAA would reissue AIR-21 exemption slots and operating times to eligible carriers in accordance with the results of a lottery. The FAA further proposed that carriers eligible for participation in the lottery would be those carriers that have applications on file with the Department, fulfilled the certification requirements articulated in OST Orders 2000-4-10 and 2000-4-11, received an FAA allocation as of the date of the notice, and would have commenced operations by January 1, 2001. Lastly, the agency proposed that independently owned carriers that had obtained AIR-21 certification in their own name could participate in the lottery separately, regardless of whether the service is under that carrier's name or under a code-share arrangement.

Discussion of Comments
After a seven-day comment period, which closed on November

20, the agency received 36 comments. Comments were submitted from 15 airlines, six airport authorities, two associations representing airports and small air carriers, private individuals and representatives from the City of Knoxville, Tennessee (Chamber of Commerce, Convention and Visitors Bureau, and Mayor's Office) and representatives from the State of Maine (Governor King, City of Portland, Department of Economic and Community Development). In addition, comments were received from Senators Brownback, Roberts, Grassley, Harkin, Kohl and Feingold and Congressmen Barrett and Kleczka.

The comments discussed nine main issues: (1) treatment of commuter affiliates; (2) elimination or reduction of service to small communities; (3) new entrant/ limited incumbent preference; (4) carrier eligibility for the lottery; (5) suspension of the use-or-lose requirement; (6) suspension of the extra section provision; (7) implementation date of the reallocation; (8) alternative allocation methods; and (9) trading of slot exemption times.

Treatment of commuter affiliates
The FAA proposed that independently owned carriers that had obtained AIR-21 certification in their own name could participate in the lottery separately, regardless of code-share arrangements with other operators at LaGuardia Airport. The basis for this proposal was a strict reading of the statutory language in AIR-21, which specifically provides that: "For purposes of this section and section 41716, 41717, and 41718, an air carrier that operates under the same designator code, or has or entered into a codeshare agreement, with any other air carrier shall not qualify for a new slot or slot exemption as a new entrant or limited incumbent air carrier at an airport if the total number of slots and slot exemptions held by the 2 carriers at the airport exceeds 20 slots and slot exemptions." (49 U.S.C. 41714(k)).

The majority of comments on this issue opposed the FAA's proposal that the above provision only applies to new entrant/limited incumbents. The majority of commenters argue that by adopting the above interpretation, the code-share affiliates of the major incumbent carriers are being treated as individual carriers for the purpose of participating in the slot lottery, regardless of the fact that many of these carriers carry the same airline designator code. Consequently, the number of carriers eligible to participate in the lottery for slot exemptions to small hub and nonhub airports is inflated to 8 carriers versus 4 carriers-if affiliated carriers are aggregated. This leaves less exemption slots available for new entrants during the lottery, particularly during the most desirable times and results in an inequitable and disproportionate weight toward incumbent carriers with multiple contracted codeshare affiliates. These commenters contend that this approach would enhance the dominance of the airlines that already dominate LaGuardia and are better able to complement their AIR-21 operations with HDR slots, which is precisely contrary to the intent of AIR-21.

Both the Senate version (S.82) and the House version (H.R. 1000) of AIR-21 contained language that aggregated commuter affiliates for purposes of applying for slot exemptions as new entrants or limited incumbents. The conference substitute stated that, "For purposes of determining whether an airline qualifies as a new entrant or limited incumbent for receiving slots exemptions, DOT shall count the slots and slot exemptions of both that airline and

any other that it has a code-share agreement at that airport. " Conference Report on AIR-21, H. Rep. 106-513, 106th Cong., 2d Sess. (March 8, 2000), p. 174.

Additionally, in the Senate debate, Senator McCain, chairman of the Senate Commerce Committee stated with respect to this provision that "It means the Secretary should consider commuter affiliates as new entrant or limited incumbents for purposes of applying for slot exemptions and interim access to O'Hare. A major airline should not be allowed to game the system and add to its hundreds of daily slots through its commuter affiliates and codeshare partners" (106th Cong., 1st Sess. Vol. 145, NO. 134, S12096, October 6, 1999).

It is argued by the commenters, including all members of Congress that commented on this notice, that it was only necessary for Congress to address the commuter affiliates only with respect to new entrants and limited incumbents because those are the only circumstances in which AIR-21 exemptions would be limited by the status of the carrier. The statutory provisions governing slot exemptions for small or nonhub airports provide for automatic access upon meeting the stated criteria without regard to the status of the carrier. Consequently, it was not necessary for Congress to address the affiliated carrier issue with respect to these slot exemptions and the statute is silent.

The FAA does not dispute the above arguments. However, in ensuring that the proposed lottery meets the intent of AIR-21 to the greatest extent possible, the agency has to consider the effect of amending its interpretation of this provision and applying the commuter affiliate provision to both new entrants/limited incumbents and carriers providing service to small and nonhub airports. As stated in the notice, in capping the number of slot exemptions, the agency is striving to strike a balance between new entrants/limited incumbents and carriers providing service to small and nonhub airports that provides a fair and equitable distribution between the two categories of operations, consistent with the intent of AIR-21.

The FAA agrees with the comments that it was logical for Congress not to treat commuter affiliates as a single entity for purposes of obtaining slot exemptions for carriers providing service to small and nonhub airports. Since the statute does not provide for a cap on these exemptions nor any allocation framework, it is unnecessary to include the language specifically applicable to new entrants and limited incumbent carriers. However, given the circumstances today that warrant a limit of some sort on the total number of operations at the airport and the clear Congressional intent in cases where such limits applied, the FAA finds that it is reasonable to apply the commuter affiliate principle to the carriers providing service to small and nonhub airports. First, since AIR-21 is silent on this issue, in looking at the legislative history, the reading suggested by the commenters is consistent with the intent of the statute. Second, in adapting the use of the definition for the purpose of the lottery of FAA-issued operating rights, the FAA is dealing with a situation not contemplated by the drafters of AIR-21. The agency's procedure is for the allocation of limited operating rights, and attempts to comport with the intent of AIR-21 to the maximum extent possible. Accordingly, the list of eligible carriers set forth in this notice reflect an aggregation of commuter affiliates with their codeshare partners, i.e. all carriers sharing a common designator code will be

considered a single carrier for the purpose of selecting exemption slots in the lottery.

Elimination or reduction in service to small and nonhub airport Comments were received from the Knoxville Airport Authority, Convention and Visitor Bureau, Mayor, the Charleston County Aviation Authority, Birmingham Area Chamber of Commerce, Lee County Port Authority, City of Portland, Maine, the Governor of Maine, State of Maine Department of Economic and Community Development, Piedmont Triad Airport Authority, Lebanon Municipal Authority, and the Charlottesville-Albemarle Airport Authority who object to the proposed lottery if it would result in any reduction or elimination of service to their communities. They urge the FAA to protect the needs of their individual communities and other communities that AIR-21 was intended to benefit. Colgan Air contends that it provides the only LaGuardia service to the markets it serves. Without the AIR-21 exemption slots, Colgan states that its service to these small hub and nonhub markets will disappear. Similarly, Delta Air Lines comments that Congress encouraged airlines to institute new regional jet service between LaGuardia and underserved cities to redress the lack of air service from these communities to the New York market. As a result, Delta has already instituted nonstop LaGuardia service with regional jets to 14 small hub and nonhub markets (46 daily nonstop roundtrip flights). According to Delta, the proposed lottery would likely force Delta to cancel all but a few of these flights and impose hardships on these communities who are now using this new service. Delta also argues that the FAA does not properly balance regional jet service versus new entrant service, of which the regional jet service will endure most of the reduction in number of slot exemptions in the lottery.

The FAA realizes that an approximate 44 percent reduction in the number of exemption slots available during peak hours is going to result in reduced service. The agency's foremost concern with this lottery, after establishing the limit on the number of operations, is how to make the resulting allocation as fair as possible among the competing entities and consistent with the purposes of AIR-21. As stated previously, the FAA believes that since the agency is imposing a cap on slot exemptions, it is appropriate to aggregate commuter affiliates with their codeshare partners. While this may reduce the number of slot exemptions available to the carriers providing service to small hub and nonhub airports, these carriers, by virtue of their codeshare arrangements have alternative sources of slots available to adjust their level of service. It is also noted that this action does not reduce the number of HDR slots or preclude the option to provide the small community service to other New York City area airports. Several of the incumbent carriers providing service under AIR-21 slot exemptions are the largest individual slot holders at the airport and previously served some of the same communities using HDR slots. These carriers may choose to continue providing service with a combination of AIR-21 exemption slots and HDR slots within the carriers' base. This notice will not require a carrier to continue or discontinue service to any eligible community. These decisions will be make by the individual carrier. In sum, the FAA is aware that some communities will not receive service to LaGuardia Airport they may have expected under the provision of AIR-21, even if a carrier is willing to provide the service. LaGuardia Airport simply does not have the capacity for the unlimited addition of new flights.

New entrants/limited incumbents
America West Airlines, Legend Airlines, Spirit Airlines, Shuttle America and the Air Carrier Association of America (ACAA) all raise issues concerning the impact of the lottery on new entrants/limited incumbents. These entities argue that the number of exemption slots operated by new entrants/limited incumbents pales in comparison to the number of exemption slots operated by carriers providing service to small hub and nonhub airports. These commenters believe that the proposed lottery is not structured so as to provide new entrants/limited incumbents with meaningful opportunities to promote competition, as intended by AIR-21. Several of the commenters requested that the FAA allocate additional slots to limited incumbents and new entrants to provide for expansion of their schedules in the next year, even if the slots would not be used immediately.

The FAA believes that the application of the commuter affiliate principle to carriers providing service to small and nonhub airports helps balance the two interests. However, the FAA also believes that while the lottery is intended to equitably address the needs of all carriers under the cap, it is necessary to ensure the competitive viability of new entrants, and still providing small hub and nonhub access granted under the statute. Consequently, the FAA finds that the lottery procedures described herein give equal weight to both categories of carriers for slot exemptions.

Carrier eligibility
Sun Country states that it meets the definition of a "new entrant," but is not eligible to participate in the lottery because it did not apply for exemptions at the Department and receive allocations from the FAA by November 9. (Sun Country did file its application with the Department on November 17, 2000). Sun Country further argues that at the time that the deadline was published, it made it impossible for any new entrant to participate that had not yet filed with the Department. Shuttle America comments that it should be permitted to participate in all three initial rounds of the lottery because it is a new entrant and because it is providing service to a new and nonhub market, therefore uniquely qualifying for inclusion in the first three rounds of the lottery under both categories of operations.

Due to the current operating environment at LaGuardia as described in the previous notice, the FAA finds that immediate action is necessary to prevent worsening of an already intolerable situation. As previously stated, the reallocation based on this lottery is an interim step and will only be in effect for the short-term, i.e. until September 15, 2001. After that date, the FAA and the Department of Transportation fully expect to have a long-term mechanism in place to better address congestion at the airport, developed with the participation of all interested parties. Because of the temporary nature of the allocation, and the fact that many of the carriers already operating AIR-21 exemption service will need to reduce their operations, the FAA did not open the lottery to carriers that had taken no steps to initiate AIR-21 flights at LaGuardia as of the date the notice was issued. It is incumbent that the FAA reduce the operations at the airport to an acceptable number. The FAA's immediate goal is to bring the current level of operations to a level that more appropriately recognizes airport capacity and to do so by addressing the operations that are already in place. If the FAA were to permit Sun Country to participate in the lottery, that decision would require further reduction of service that is already being operated by

other carriers. We note that other carriers, some of whose current operations are being reduced, also have plans (and in some cases, have already received slot times by the FAA) to increase service after January 1, 2001, and prior to September 15, 2001, but are unable to do so. We note that Sun Country has previously filed for exemptions and initiated AIR-21 flights at JFK International Airport and O'Hare International Airport and is clearly benefiting from AIR-21 even if it is unable to begin LaGuardia service immediately. Also, as previously stated, the allocation of exemption slots by this lottery is for the short-term only and this action is not a permanent bar to Sun Country or other operators from commencing future AIR-21 operations.

The FAA does not agree that Shuttle America should be able to participate in all rounds of the lottery as both a new entrant/limited incumbent and a carrier providing small hub and nonhub service. The FAA has listed Shuttle America as a new entrant (to which Shuttle America did not comment on) and eligible to select four slots in the first round, but ineligible for participation in the second and third rounds for carriers obtaining AIR-21 authority on the basis of providing small hub and nonhub service.

The FAA also makes four corrections to the November 9 notice regarding the number of slot exemptions available during the lottery for Midway, Legend, American Eagle and Delta Connection. In the previous notice, the FAA incorrectly stated that Midway was eligible for 9 operations, Legend for 7 operations, American Eagle for 26 operations and Delta Connection for 81. The corrected numbers are 15, 8, 34 and 88 respectively. However, this notice clarifies that only slots between the hours of 0700-2159 are included.

Alternative allocation methods
A number of commenters proposed various alternative methods of allocation or variations of the lottery procedures proposed. These methods and variations include increasing the number of slots that new entrants may select in the first round; withdrawal and reallocation of 10 percent of all HDR slots; allocation of available slots among eligible carriers in proportion to the number of AIR-21 flights already implemented as of a certain date; allowing lottery slots to be traded freely as long as relevant city and aircraft requirements are met; allowing carriers to have a limited number of delay-free arrivals and to pick commercially viable times; rolling back the cut-off date for operations eligible for lottery to those operations operating on August 31, 2000; and use a rolling 3-hour limitation (do not exceed 225 operations in any three consecutive hours).

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FOR IMMEDIATE RELEASE

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November 29, 2000
Contact: -
Phone: -

Notice of Lottery for Takeoff and Landing Times at LaGuardia Airport (PART II)

The FAA has reviewed each alternative and variation submitted and finds that the results of the lottery, if any of these suggestions were adopted, would favor one carrier or category of carriers over the others. It would also detract from the purposes of this lottery, which are to cap operations at an acceptable level for the short-term, and at the same time realize the benefits of AIR-21 to the extent possible at that level of operations. For example, if the number of slots were increased for new entrants in the first round, that would adversely affect the number of slots available for carriers providing service to small and nonhub airports, which has already been significantly reduced. Also, if the FAA were to change the cutoff date to August 31, 2000, this would disproportionately benefit incumbent carriers, which in some cases started the AIR-21 service only a few days before that deadline. If the FAA were to adopt a prorated method of allocation, then new entrants, whose presence at the airport is largely or exclusively due to slot exemptions, would be disfavored. Lastly, adoption of a 3 hour rolling limit would allow for further peaking of operations at certain times, which is inconsistent with an hourly cap. Consequently, the FAA believes that the lottery procedures proposed provide an approach that distributes the benefits and burdens of the allocation among carriers, and strikes a balance between the two distinct purposes of AIR-21: competition by new entrant and small incumbent carriers and service to small hub and nonhub airports by regional jets and other small aircraft. The FAA adopts herein the lottery procedures proposed, and as amended by this notice.

Suspension of the use-or-lose requirement
Several commenters requested that the FAA temporarily suspend the minimum slot usage requirement for all operators at LaGuardia.

On November 13, 2000, the FAA issued a Statement of Policy, which set forth a temporary policy concerning the minimum slot usage requirement at LaGuardia (65 FR 69601; November 17, 2000). According to the policy statement, carriers are permitted to temporarily return slots or slot exemptions to the FAA in advance due to schedule planning or other decision by the carriers without fear of jeopardizing the permanent loss of the slot or slot exemptions. Additionally, this policy provided that the FAA will treat as used a slot or slot exemption if the flight was scheduled but canceled for operational reasons and the slot would not

otherwise have been subject to withdrawal.

The FAA intends to issue a separate notice that clarifies the November 13 policy statement in view of the lottery and the reallocation of the AIR-21 exemption slots.

Suspension of extra sections
Several commenters stated that the extra section provision of the High Density Rule is either being abused and should be suspended or is contributing to the overall delay situation at the airport and that the FAA should suspend this provision.

The FAA is not suspending the use of extra sections at this time. However, based on the comments received, the agency will review extra section operations under current regulations and intends to monitor these operations in the future to determine whether further rulemaking or enforcement action is warranted.

Implementation date
The FAA received comments regarding the proposed reallocation date of January 1, 2001. Several carriers stated that this date would be too soon after the lottery, in that it would not be possible to change published schedules, or that the date fell in the middle of the holiday travel time. In addition, several carriers cited operational problems with the proposed date since airlines already have posted crew bids for January before the lottery process is completed. Midway Airlines specifically stated that "If the lottery is not held until early December, which appears likely, then carriers will not have the time necessary to review and adjust fleet allocations and positionings in order to meet the deadlines for distributing bid packages to their crews on December 10." Based on these comments, the FAA agrees that the January 1 date is not practicable to reallocate exemption slots and have carriers adjust schedules based on that reallocation without significant disruption. The carriers recommended implementation date of January 31, 2001, which will provide carriers with approximately seven weeks after the lottery to adjust schedules. This date addresses the situation at the airport in the most expeditious timeframe reasonable recognizing that airlines must take actions to reschedule flights, comport with their union contracts and accommodate passengers on alternative routings if necessary.

Trading of slot exemptions
Several commenters raised the issue of allowing the transfer of the slot exemption times among carriers consistent with industry practices and FAA regulations governing the transfer of slots.

Under the provisions of 49 U.S.C. 41714(j), carriers may not sell, trade, transfer, or convey the operating authorities granted by the Department's exemptions. Under certain conditions, the Department has allowed the temporary transfer of slot exemption times under its pre AIR-21 authority and AIR-21 when slot timings were limited. These conditions include that the transfer is for operational reasons, of a temporary nature, and on a one-for-one basis at the same airport. In addition, the carrier with the exemption must certify to the FAA that no other consideration is involved, which is consistent with the provisions of AIR-21.

Re-allocation of slot exemptions at LaGuardia Airport by lottery
As stated in the November 9 notice, the FAA will proceed with the development of new department policy on measures available at

LaGuardia for management of congestion, with participation by all interested parties. However in the short term, the FAA finds that it is appropriate to limit the number of AIR-21 exemption operations at LaGuardia and allocate those operations by lottery to eligible carriers described herein. The agency reiterates that the limit will not be permanent and will remain in effect until September 15, 2001, when a permanent demand management policy for the airport, developed with the participation of all interested parties, can be implemented.

Reallocation of AIR-21 exemption flights at LaGuardia in accordance with the following conditions is in furtherance of the spirit and intent of AIR-21, and is consistent with the FAA's responsibility for the efficient use of the navigable airspace, which is articulated in 49 U.S.C. § 40103(b).

Effective January 31, 2001, the number of scheduled operations at LaGuardia will be limited to approximately 75 per hour. Consequently, the number of AIR-21 slot exemptions at LaGuardia is limited to approximately 159 per day between the hours of 7:00 a.m. and 9:59 p.m. Also effective January 31, 2001, all AIR-21 slot exemptions will be allocated in this lottery, and all carriers currently operating under AIR-21 exemption authority will be required to conform their schedules accordingly.

The number of AIR-21 slot exemptions that will be available during the lottery and consistent with an hourly total of approximately 75 scheduled operations is as follows (allocations will be made by 30 minute time periods):

hourly period	number of exemptions
0700	16
0800	11
0900	9
1000	8
1100	8
1200	13
1300	14
1400	8
1500	12
1600	7
1700	2
1800	7
1900	7
2000	6
2100	31

The following criteria, as proposed in the previous notice, are used to determine carrier participation. A carrier must have: (1) an application on file with the Department; (2) fulfilled the certification requirements articulated in OST Orders 2000-4-10 and 2000-4-11 as of November 9, the date of the notice; (3) received an allocation of slot times from the FAA; and (4) commenced operations by January 1, 2001.

Carriers that meet this criteria under Order 2000-4-10 and eligible for a lottery of times between the hours of 0700-2159 are: Air Tran (11 operations), American Trans Air (6 operations), Legend (7 operations), Midway (15 operations), Midwest Express (8 operations), Spirit Airlines (12 operations), Shuttle America (14 operations), Southeast Airlines (4 operations) and Vanguard (2 operations).

Carriers that meet this criteria under Order 2000-4-11 for service for small hub and nonhub airports and would be eligible for a lottery of slot times between the hours of 0700-2159 are: American Eagle (32 operations), Continental Express (31 operations) Delta Connection (88 operations) and US Airways Express (82 operations).

Definitions for the terms "carrier," "new entrant," and "limited incumbent" for purposes of participation in the lottery, are proposed as set forth in 14 CFR 93.213, and amended by § 231 of AIR-21. The FAA has applied the "commuter affiliate" provision in 49 U.S.C. 41714(k) to carriers eligible for the slot lottery, both new entrants/limited incumbents and carriers serving small hub and nonhub airports, and is reflected in the previously mentioned list of carriers eligible to participate in the slot lottery.

The FAA advises all carriers that it will not allocate slot times for any request for slot exemption times between the hours of 0700-2159 received by the FAA Slot Administration Office prior to September 15, 2001, for operation after that date.

The slot exemption lottery will be conducted in accordance with the following procedures:
a. Carriers will participate in a random drawing for selection order. Carriers will select in that order in each round. At the lottery, each operator must make its selection within 5 minutes after being called or it shall lose its turn.
b. No carrier may select more exemption times than it was allocated by the FAA to operate between 0700-2159 on January 1, 2001.
c. In the first round, only new entrants and limited incumbent carriers may participate. Each new entrant and limited incumbent carrier may select up to 4 slot exemption times, 2 arrivals and 2 departures. No more than one slot exemption time may be selected in any hour. In this round each carrier may select one slot exemption time in each hour without regard to whether a slot is available in that hour.
d. In the second and third rounds, only carriers providing service to small hub and nonhub airports may participate. Each carrier may select up to 2 slot exemption times, one arrival and one departure in each round. No carrier may select more than 4 exemption slot times in rounds 2 and 3.
e. Beginning with the fourth round, all eligible carriers may participate. Each carrier may select up to 2 of the remaining slot exemption times, one arrival and one departure, in each round, until a total of 159 slot exemption times have been selected.
f. If the last remaining slot exemption times available do not permit a reasonable arrival-departure turnaround, the FAA will take requests for limited trades among AIR-21 operators, or may make an adjustment to one of the times to assure that all slot exemption time pairs selected, combined with other slots and slot exemptions available to the operator, provide for a viable operation by the selecting carrier. In addition, the FAA may approve the transfer of slot exemption times between carriers only on a temporary one-for-one basis for the purpose of conducting the operation in a different time period. Carriers must certify to the FAA that no other consideration is involved in the transfer.
g. The Chief Counsel will be the final decisionmaker concerning eligibility of carriers to participate in the lottery.
h. The slot exemptions reallocated by lottery will remain in effect until September 15, 2001.

i. Carriers that participate and select exemption slots during the lottery must re-certify to the Department of Transportation in accordance with the procedures articulated in OST Orders 2000-4-10 and 2000-4-11, and provide the Department and the FAA with the markets to be served, the number of exemption slots, the frequency, and the time of operation, which is consistent with AIR-21 prohibition on the sale or lease of exemption slots.
Issued on November 29, 2000 in Washington, DC.

James W. Whitlow
Deputy Chief Counsel

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 87-00
Thursday, November 30, 2000
Contact: Henry J. Price
Phone: 202-267-3462

FAA Proposes $172,500 Fine Against Chautauqua Airlines for Employee Drug and Alcohol Testing Violations

WASHINGTON – The Federal Aviation Administration (FAA) today is proposing to impose a $172,500 civil penalty against Chautauqua Airlines, Inc. for failing to conduct pre-employment and random drug and alcohol testing for safety-sensitive employees. The Indianapolis-based air carrier has 530 employees and operates 29 aircraft that provide scheduled service to and from 19 cities in the midwestern United States.

The FAA's inspection of Chautauqua's anti-drug and alcohol misuse prevention programs in October 1997 and August to September 1998 revealed the company allegedly used 21 employees to perform safety-sensitive functions when the carrier had not received verified negative pre-employment drug test results. Subsequent to their performance of safety sensitive functions, the carrier has received verified negative drug-test results on these employees. The safety-sensitive functions included aircraft maintenance, preventive maintenance, and aircraft-dispatch duties.

Additionally, in 1996 Chautauqua was required to conduct random drug and alcohol testing on 25 percent of its 280 employees who perform safety-sensitive functions. However, the inspection report alleged that the carrier performed only 47 random drug tests and 40 random alcohol tests.

Chautauqua has been affiliated with U.S Airways since 1973. The company has annual revenues of approximately $70 million.

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

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

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FOR IMMEDIATE RELEASE
APA 88-00
December 1, 2000
Contact: Fraser Jones
Phone: 202-267-3462

Media Advisory: FAA to Conduct Slot Lottery

WASHINGTON-The Federal Aviation Administration (FAA) lottery to reallocate exemption slots at LaGuardia Airport will take place on December 4 at 12:30 p.m. in the FAA Auditorium, 3RD FLOOR, 800 Independence Avenue, SW, Washington DC.

The lottery is open to interested parties and will be conducted to decide which carriers can operate about 159 additional flights a day at LaGuardia Airport. The Aviation Investment and Reform Act (AIR-21) allows additional flights at LaGuardia to promote competition and service to smaller airports.

When: Mon., Dec. 4, 12:30 p.m.

Where: FAA Auditorium, 3rd floor, 800 Independence Avenue, SW, Washington DC.

Background: The FAA has limited the number of slots, or rights to conduct scheduled takeoffs and landings, at LaGuardia Airport since 1969, under a regulation called the High Density Rule.

In AIR-21, Congress authorized an unlimited number of xemptions from the High Density Rule for flights by carriers with less than 20 slots at LaGuardia and carriers serving small hub and nonhub airports with aircraft having less than 71 passenger seats. AIR-21 made clear that the exemptions did not affect FAA authority for safety and the movement of air traffic.

While there was no limit on the number of exemptions, it is not possible for an unlimited number of AIR-21 exemption flights to actually be operated, because of the limited capacity of LaGuardia Airport. The lottery will allocate 159 FAA exemption slots for flights by carriers that have obtained an AIR-21 exemption.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 89-00
Dec. 4, 2000
Contact: Paul Takemoto
Phone: 202-267-3462

FAA Proposes Maintenance Fines Totaling $988,500 Against Alaska Airlines

WASHINGTON – The Federal Aviation Administration (FAA) has proposed two civil penalties against Alaska Airlines for maintenance violations and allegedly flying certain 737 and MD-80 aircraft in violation of Federal Aviation Regulations.

One, a proposed fine of $878,500, covers four separate cases outlined below:

- On April 12, 2000, an Alaska MD-80 was allegedly returned to service following a heavy maintenance check with maintenance problems that either had not been fixed or were improperly deferred. Discrepancies included an air conditioning temperature valve, a refueling bay that failed to shut off automatically when the tank was full, a hydraulic leak in the main wheel well, a fuel leak at the center tank valve fuel panel, and passenger oxygen generators that were due to be changed.
- That incident prompted the FAA in April to audit the maintenance records of all Alaska planes that had been returned to service following heavy maintenance. The audit found that at least 21 of the airline's 737 and MD-80 aircraft were returned to service with incomplete maintenance records. Alaska did not perform required inspections for three of the 21 aircraft. As a result, Alaska operated these aircraft on thousands of revenue flights when it failed to comply with its General Maintenance Manual, Continuing Airworthiness Maintenance Program (CAMP) and operations specifications.
- On April 8, 2000, an Alaska 737 was allegedly operated with a functioning glideslope (an instrument that provides vertical guidance) that had previously failed a self-test; the glideslope was improperly cleared for service by an unqualified mechanic.
- From April 20, 1999, to April 8, 2000, Alaska allegedly operated one 737 and two MD-80 aircraft with maintenance improperly deferred on items under its Minimum Equipment List, including a drain valve power circuit breaker and a stair light.

The other civil penalty is a proposed fine of $110,000 against the carrier for allegedly operating a MD-80 aircraft on at least 1,300 flights without a properly functioning Digital Flight Data Recorder.

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The announcement of the civil penalty proposals is in accordance with the FAA's policy of releasing information to the public on newly issued enforcement actions in cases that involve penalties of $50,000 or more.

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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 88-00
Friday, December 1, 2000
Contact: Fraser Jones
Phone: 202-267-3462

Media Advisory: FAA to Conduct Slot Lottery

WASHINGTON—The Federal Aviation Administration (FAA) lottery to reallocate exemption slots at LaGuardia Airport will take place on December 4 at 12:30 p.m. in the FAA Auditorium, 3RD FLOOR, 800 Independence Avenue, SW, Washington DC.

The lottery is open to interested parties and will be conducted to decide which carriers can operate about 159 additional flights a day at LaGuardia Airport. The Aviation Investment and Reform Act (AIR-21) allows additional flights at LaGuardia to promote competition and service to smaller airports.

When: Mon., Dec. 4, 12:30 p.m.

Where: FAA Auditorium, 3rd floor, 800 Independence Avenue, SW, Washington DC.

Background: The FAA has limited the number of slots, or rights to conduct scheduled takeoffs and landings, at LaGuardia Airport since 1969, under a regulation called the High Density Rule.

In AIR-21, Congress authorized an unlimited number of exemptions from the High Density Rule for flights by carriers with less than 20 slots at LaGuardia and carriers serving small hub and nonhub airports with aircraft having less than 71 passenger seats. AIR-21 made clear that the exemptions did not affect FAA authority for safety and the movement of air traffic.

While there was no limit on the number of exemptions, it is not possible for an unlimited number of AIR-21 exemption flights to actually be operated, because of the limited capacity of LaGuardia Airport. The lottery will allocate 159 FAA exemption slots for flights by carriers that have obtained an AIR-21 exemption.

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An electronic version of this media advisory 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

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December 7, 2000
Contact: -
Phone: -

President Clinton Announces Actions to Improve Air Travel for American Consumers

President Clinton today will announce three actions to reduce airline delays and improve air travel for America: an Executive Order directing the Federal Aviation Administration to create a performance-based organization to focus solely on efficient operation of the air traffic control system; appointment of a group of business and labor leaders from outside of the aviation industry to serve as a board of directors for this organization; and a review of impediments to congestion pricing at airports. Joined at the White House by the Secretary of Transportation, the Administrator of the Federal Aviation Administration (FAA), and the editor of National Geographic Traveler, a consumer travel magazine, the President also will call on Congress to reform the way air traffic control services are financed.

CHALLENGES TO OUR AIR TRAVEL SYSTEM. Our nation has the safest air transportation system in the world, but air travel is no longer as efficient as it is safe. The recent, explosive growth in air travel is straining the limits of the air traffic control system operated by the FAA as well as the runway capacity at key airports. Flight delays and cancellations have soared, costing passengers and airlines billions of dollars and contributing to widespread passenger frustration and anger.

To address this problem, the FAA must be structured to manage the high-tech, high-demand operations of a 21st century air traffic control system. As 24/7 service provider, the air traffic system in some respects is more like a business than a typical government activity. It should operate with a clear mission, measurable performance goals, and identifiable users. The Clinton Administration has worked with the Congress to provide the building blocks of a more efficient air traffic control system, including flexibility from federal personnel and procurement rules. Today's action by the President builds on these steps by creating a distinct management unit for the air traffic system, the Air Traffic Organization, and giving it the incentives and tools to operate more flexibly and efficiently. The FAA Administrator will continue to regulate the air traffic sytem to ensure that it operates safely and securely, as well as efficiently. At the same time, because it is freed from the day-to-day operational concerns of air traffic, the rest of the FAA will be able to focus its energies on leading our aviation system at large.

PRESIDENT CLINTON WILL TODAY ANNOUNCE STEPS TO

REDUCE AIR TRAFFIC CONTROL AND AIRPORT DELAYS. To accelerate efforts to reduce delay and improve air travel for consumers, the President will announce the following steps:

--Executive Order Directing FAA to Create a Performance-Based Organization to Make Air Traffic Control More Efficient: The President is issuing an Executive Order directing the FAA to create a performance-based organization -- the Air Traffic Organization -- to manage the operation of air traffic services. It will be located within the FAA, but will be separate from, and overseen by, the FAA's safety, regulatory and enforcement arm. Establishment of this new organization is a major step towards development of a 21st century aviation system.

The new organization will be devoted exclusively to its core business-- the delivery of air traffic control services. It will be managed by a Chief Operating Officer, who will be hired through a nationwide competitive search; the COO will negotiate a performance agreement with the FAA Administrator and be paid partly based on performance. In collaboration with its customers (airlines and other air traffic control users), the organization will set clear performance goals, which will be spelled out in a performance agreement; using agreed-upon indicators, customers can measure the organization's performance and hold it accountable.

--Designation of Business and Labor Leaders to Oversee Air Traffic PBO: Secretary of Transportation Rodney E. Slater is esignating five distinguished individuals for appointment to the Air Traffic Services Subcommittee of the FAA's Aviation Management Advisory Council. Congress created the five-member Subcommittee in recent legislation. It will function as a board of directors, overseeing the management and budget of the Air Traffic Organization and ensuring that it becomes more customer-driven and performance-based. The designees are:

--John J. Cullinane, President, The Cullinane Group
--Nancy Kassebaum Baker, former U.S. Senator from Kansas
--Leon Lynch, International Vice President, United Steelworkers of America
--Sharon Patrick, President and COO, Martha Stewart Living Omnimedia, Inc.
--John W. Snow, Chairman, President and CEO, CSX Corporation

--DOT/FAA Federal Review of Impediments to Airport Congestion Pricing: The President is directing the Department of Transportation (DOT) and the FAA to review the statutory and regulatory impediments to the use of congestion pricing and other market mechanisms to provide for more efficient use of existing runway capacity and encourage the creation of new capacity. For instance, charging airlines more to land at airports during peak hours could reduce congestion and delays. The FAA is already looking at options for congestion management, including market mechanisms, to reduce delay at LaGuardia Airport. DOT and FAA should expand that effort and seek statutory relief where appropriate.

THE WHITE HOUSE WILL RELEASE A REPORT OUTLINING NEED FOR A NEW AIR TRAFFIC ORGAN IZATION. The White House report outlines the challenges facing the aviation system, the steps the FAA has taken to address them, and the need to create an a new performance-based organization to operate the

air traffic system more efficiently.

CONGRESS MUST TAKE ADDITIONAL ACTION. These Executive actions, building upon current reforms within the FAA, are necessary but not sufficient to allow the Air Traffic Organization to operate a 21st century air traffic system. As the Administration said in 1995, the individual reforms of the ATC system are interrelated, and "fundamental air traffic reform requires that these changes be made together or the benefit of individual changes will be greatly reduced." Thus, the President also will call on Congress to reform the way air traffic services are financed, in keeping with recommendations from both the Administration and the congressionally created National Civil Aviation Review Commission:

--Congress should replace the excise tax on passengers with authorization for the Air Traffic Organization to set cost-based charges on commercial users of the air traffic control system. (General aviation should continue to pay the fuel tax.). The Air Traffic Organization must be able to price its services, in order to balance supply and demand in the short run and meet customer demand in the long run.

--As soon as the Air Traffic Organization is fully financed by cost-based fees, Congress should allow it to borrow funds from Treasury or on private markets to finance long-term capital investments. Fees would replace direct appropriations for capital, and would enable debt financing of needed capital investment.

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AIR TRAFFIC SERVICES SUBCOMMITTEE DESIGNEES

Nancy Kassebaum Baker
Former U.S. Senator Nancy Kassebaum Baker will be designated for appointment to the Air Traffic Services Subcommittee for a three-year term. She currently serves on the Board of Trustees for the Robert Wood Johnson Foundation and the Kaiser Family Foundation. She also chairs the national advisory committee on rural health to the Secretary of Health and Human Services and is on the Board of Directors of the National Committee on U.S.-China Relations, the African Law Institute Council-ABA, the International Medical Corps and Handgun Control. During her three terms (1979-97) as a U.S. Senator from Kansas, Senator Kassebaum served as chairperson of the Subcommittee on Aviation, the Labor and Human Resources Committee and the Subcommittee on African Affairs. Senator Kassebaum received a bachelor's degree from the University of Kansas and a master?s degree from the University of Michigan.

John J. Cullinane
John J. Cullinane will be designated for appointment to the Air Traffic Services Subcommittee for a four-year term. Mr. Cullinane is president of The Cullinane Group, Inc., and was the founder, president, CEO and chairman of the board of Cullinet Software, Inc., a pioneer in the computer software industry. He was a Fellow in the Center for Business and Government at the John F. Kennedy School of Government at Harvard University and also organized and chaired a series of seminars sponsored by Harvard University for CEOs. An investor and board member in a number of emerging software companies, he has worked extensively with the Irish software industry, and has promoted economic

development in Northern Ireland. Mr. Cullinane graduated from Northwestern University.

Leon Lynch
Leon Lynch will be designated for appointment to the Air Traffic Services Subcommittee for a five-year term. Mr. Lynch is currently serving his sixth term as international vice president for human affairs for the United Steelworkers of America (USWA). In this position, he oversees the union's civil rights and human rights efforts. Mr. Lynch was elected in 1995 to the AFL-CIO Executive Council. He frequently represents the USWA and the AFL-CIO at conferences of the International Labor Organization and in international labor matters. President Clinton appointed Mr. Lynch to the Advisory Council on Unemployment Compensation, and he is a member of the executive committee of the Democratic National Committee, chair of the A. Philip Randolph Institute, president of the Workers Defense League, a board member of the National Endowment for Democracy and a member of the Labor Roundtable of the National Black Caucus of the State Legislators.

Sharon Patrick
Sharon Patrick will be designated for appointment to the Air Traffic Services Subcommittee for a four-year term. Ms. Patrick is a co-founder and the president and COO of Martha Stewart Living Omnimedia, Inc., as well as a member of the corporation?s executive office and board of directors. Prior to her current venture, Ms. Patrick served as president and CEO of Rainbow Programming Holdings, Inc. Previously, she was a partner of McKinsey and Company, an international consulting firm, where she led a team that conducted a comprehensive management review of the U.S. air traffic control system. This team investigated problems underlying the Professional Air Traffic Controllers Organization (PATCO) strike and recommended actions for improvement that were subsequently adopted. Ms.Patrick received a bachelor's degree from Stanford University and a master's degree from Harvard Business School.

John W. Snow
John W. Snow will be designated for appointment to the Air Traffic Services Subcommittee for a three-year term. He is currently chairman, president and CEO of CSX Corporation, a transportation company that provides rail, container-shipping, intermodal and logistics services. He has served in senior executive positions with the company since 1977. Mr. Snow previously served in the U.S. Department of Transportation as Administrator of the National Highway Traffic Safety Administration (1976-77), Deputy Undersecretary (1975-76), Assistant Secretary for Governmental Affairs (1974-75), Deputy Assistant Secretary for Policy, Plans and International Affairs (1973-74), and Assistant General Counsel (1972-73). Mr. Snow received a bachelor's degree from Kenyon College, University of Toledo, a doctorate in economics from the University of Virginia and a law degree from George Washington University Law School.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
Fri., Dec. 8, 2000
Contact: Alison Duquette
Phone: 202-267-3462

Fact Sheet: Air Transportation Oversight System (ATOS) Evaluation

In May, the Federal Aviation Administration (FAA) began a six-month evaluation to further refine the Air Transportation Oversight System (ATOS). ATOS is an improved way of overseeing air carrier safety programs. The goal is to foster a higher level of safety through better implementation of FAA standards and using a data-driven approach to identify and mitigate emerging safety risks.

Since its beginning in October 1998, continuous improvements have been made to ATOS, including:

- improvements to the ATOS training course;
- improvements to ATOS automation to enhance utility and performance;
- improvements to the content and clarity of inspection job aids;
- detailed written guidance on planning, conducting, and reporting of inspections; and
- standardization seminars for ATOS inspectors, supervisors, and managers.

The six-month evaluation examined ways to improve and accelerate ATOS. A team of FAA managers and inspectors, including members of the Professional Airways Systems Specialists (PASS) union, held listening sessions at a number of Certificate Management Offices (CMOs) and air carriers to gather workforce and industry feedback.

The feedback from FAA inspectors indicated broad support for continued ATOS development and implementation. The most positive aspects noted were:

- The Certificate Management Team (CMT) approach, which includes geographic inspectors who are trained on the carrier, is producing more quality inspections.
- Team-based Safety Attribute Inspections (SAIs) proactively evaluate the safety attributes designed into the air carrier's systems. This gives inspectors a good look at areas not previously evaluated and the opportunity to address potential problem areas with the air carrier before they develop into actual problems.

- more -

- The system safety approach overall, including targeted inspections based on risk assessments, and the focus on determining root causes of problems.
- Detailed inspection job aids that guide the inspectors' efforts.

The airlines currently participating in ATOS continue to support ATOS. They expressed their continued commitment to make it a success and offered additional industry involvement and expertise to help make improvements. However, they pointed to some areas that need significant improvement. The FAA's evaluation focused on these areas.

The evaluation also led to the formation of a joint management-union ATOS Geographic Program Work Group, to recommend ways to improve the effectiveness of the geographic inspection component of ATOS. Specially trained geographic inspectors are an important part of the CMTs that help provide FAA presence and oversight of the air carrier's geographically dispersed operations. The work group's recommendations were recently finalized, and an implementation plan is being developed.

ATOS Evaluation

As a result of the ATOS evaluation, the following changes are either underway or will be made in the next year:

CMT Organization and Staffing

- Geographic inspectors will report to the CMOs instead of their local Flight Standards District Offices (FSDOs). By removing their local office work requirements, inspectors will be able to dedicate 100 percent of their resources to surveillance of their assigned ATOS air carrier. Future geographic inspector positions will be filled through a structured process at locations better aligned with the air carrier's areas of operation.
- By January 2001, an analyst will be hired at each CMT to provide full-time, continuous analysis of FAA, other government, air carrier, and industry databases to identify safety trends. The analysts will prepare reports for principal inspectors to use for certificate management decision making and risk assessments to more effectively target surveillance.

System Flexibility

- Inspectors not assigned to an ATOS air carrier's CMT will be authorized to conduct conventional (non-ATOS) inspections, such as ramp, de-icing, and spot checks. Previously, inspectors were not authorized to perform spot checks on an ATOS air carrier unless they were assigned to that CMT. By giving inspectors the flexibility to take advantage of the opportunity to spot check multiple airplanes at a given gate area, more system-wide data will be provided to principal inspectors. This data can be easily retrieved and analyzed through the existing automated Safety Performance Analysis System (SPAS).

- By January 2001, inspectors will be able to easily report all surveillance observations in the ATOS database, regardless of if the observations are made during planned or unplanned inspections. This will ensure that all data is captured and analyzed.
- By January 2001, principal inspectors will be able to assign ad-hoc inspections of their own design to CMT inspectors to quickly assess and report on areas of immediate concern, without the requirement of a formal risk assessment and re-targeting of inspections in the Comprehensive Surveillance Plan (CSP).
- By May 2001, inspectors will be able to report more information into the ATOS database, including exactly what they looked at and pertinent comments. Inspection report formats will be revised to allow inspectors to report findings that do not appear to clearly fit into the defined inspection criteria. All inspection data will be reported, available for analysis, and given the appropriate weighting and consideration for the principal inspector to make a decision.

Data Utility

- By September 2001, inspection data quality checks will be streamlined so principal inspectors receive validated data faster. Data Evaluation Program Managers (DEPMs) on each CMT will validate individual inspection activities as they are finalized by inspectors, rather than waiting for all the activities associated with an inspection master record to be completed.
- By May 2001, principal inspectors will be able to browse and query all ATOS data, including draft inspection reports, enabling them to spot significant findings faster.
- By September 2001, the ATOS database will be fully integrated into the Safety Performance Analysis System (SPAS). This will automate trend analysis and identify potential problem areas equivalent to what SPAS provides for the conventional inspection system reported in the Program Tracking and Reporting System (PTRS).

Inspector Qualifications and Training

- CMOs will select the future geographic inspectors assigned to their CMTs. Previously, geographic inspectors reported to their local office. CMOs will be able to select candidates that meet their qualifications and at geographic locations better aligned with the air carrier's areas of operation.
- Additional CMT training courses in system safety, risk management, and auditing are being developed.
- The FAA is evaluating the feasibility of a special certification process for some ATOS inspectors that would include special training in risk analysis, auditing methods and program management.

Management Oversight

- CMO managers will become CMT members and have final approval authority for initial and re-targeted Comprehensive Surveillance Plans (CSP). This will provide additional management involvement and ownership in CSP development, and oversight and emphasis in accomplishing it throughout the annual plan cycle.
- Currently, CMO managers and regional Flight Standards Division managers are being provided frequent, recurring management reports to help them determine if the inspections planned in the CSP are fully responsive to the risk assessment results, and if those inspections are being accomplished as planned.
- The FAA is accelerating plans to automate the reporting and tracking of actions taken in response to regulatory compliance inspection findings as well as potential problems identified in analysis reports. By September 2001, new standard reports in ATOS automation will enable more effective management oversight to ensure significant inspection findings and potential problem areas are acted on quickly and appropriately.

FAA/Industry Collaboration

- A process is being developed to capitalize on industry expertise by involving air carriers in the development and revision of ATOS policies, procedures, risk assessment tools, inspection job aids, and training.
- The FAA is developing a way to provide air carriers with national-level answers to their questions on the standard application of ATOS policy and procedures.

Background

FAA inspectors began using ATOS October 1998, focusing on the 10 largest passenger air carriers (Alaska, America West, American, Continental, Delta, Northwest, Southwest, TWA, United and US Airways). ATOS continues to evolve based on feedback from FAA inspectors and air carriers. The FAA is making enhancements prior to expanding the program to other carriers. Also, a joint management-union Continuous ATOS Development (CAD) team is designing sophisticated data collection and risk assessment tools for use in a future version of ATOS.

Air carriers are responsible for operating at the highest level of safety, and FAA inspectors monitor and enforce compliance with federal regulations. ATOS strives to ensure that air carriers have safety built into their operating systems. It takes a proactive approach that goes beyond just ensuring compliance with regulations. ATOS changes the way the FAA oversees air carrier safety. It asks inspectors to look at the air carrier as a whole and how systems interact to assure safety, rather than just inspecting for compliance with rules. This includes looking at an air carrier's management, corporate safety culture, its experience, as well as its systems. The FAA continues to take enforcement action when appropriate. Compliance with the regulations continues to be expected and inspected.

ATOS Specifics

- ATOS analyzes air carrier safety systems. It identifies risks by integrating the data gathered by the inspector workforce with other government and industry data.
- The FAA monitors an air carrier's performance by looking at both the design and operation of the carrier' s systems, and uses this with other data to identify trends and high-risk areas.
- A CMT is assigned to each air carrier. Local and geographic inspectors receive training on their assigned carrier's policies and procedures to enable higher quality inspections.
- The conventional surveillance work program inspections are replaced with a more flexible, focused program developed by the CMT using new risk assessment tools.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 90-00
Fri., Dec. 8, 2000
Contact: Alison Duquette
Phone: 202-267-3462

FAA Review Improves Airline and Government Safety Oversight Programs

WASHINGTON – Based on a recent national program review of nine of the nation's 10 largest airlines, the Federal Aviation Administration (FAA) today announced that while basic government requirements are being met, improvements are underway at many airlines to increase the effectiveness of their safety management programs. At the same time, the FAA is using the results of another review to steadily improve use of its own safety oversight system, the Air Transportation Oversight System (ATOS).

"These reviews represent a new, progressive way of doing business for both the FAA and airline industry, using a approach that goes beyond mere regulatory compliance," said Nick Lacey, director of FAA's Flight Standards Service.

The airline review, conducted from July 17 to Sept. 22, followed a special FAA inspection that found weaknesses in Alaska Airline's safety management programs. Twenty-five FAA inspectors were selected to teams that conducted in-depth document reviews and interviewed airline personnel. The principal maintenance inspector for each airline participated but did not audit the airline that he/she normally oversees. The teams did not inspect airplanes. Instead, they took an unprecedented look at the airlines' overall management systems and focused on individual airline initiatives and innovations. They focused on the four programs that are designed to work together as a safety net to manage and resolve potential issues before they become operational problems:

- **Continuing Analysis and Surveillance System (CASS)** – A mandatory program that continually monitors an airline's maintenance program for unsafe conditions.
- **Reliability Program** – A program that monitors all parts on airplanes for unsafe trends. It is mandatory only if an airline voluntarily changes maintenance intervals.
- **Internal Evaluation Program (IEP)** – A voluntary program that assures continual regulatory compliance.
- **Safety Program** – A voluntary program that monitors overall airline safety by managing trend analysis, reporting and information dissemination.

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Overall, the FAA found that the four safety programs are effective. The agency found that when the airlines have programs with written procedures in place, they usually follow them. However, the FAA also found that airlines could do a better job documenting procedures for many of their programs. Currently, many airlines depend on informal procedures based on corporate knowledge. The review showed that trend and root cause analysis, as well as the analysis performed prior to taking corrective action, could be more consistent. Specifically, the frequency of CASS audits should be increased, and airlines could do a better job of meeting their scheduled audit due dates. The airlines' reliability programs indicate a greater fragmentation in policy and procedure more than any other programs. These programs could also be significantly improved with better statistical methodologies and an increased sharing of data between manufacturers and operators. The FAA would like to see airlines incorporate operations and maintenance into one IEP and run safety programs that cover both operations and maintenance, with operations information fed back into maintenance. The FAA identified airline-specific issues that have already been corrected or are being addressed through corrective action plans approved by the agency.

The FAA also identified industry best practices and then developed a model for each program. Each model program depicts one way, but not the only way, for an airline to structure a program. The FAA plans to develop new advisory materials so that the entire industry may benefit from the results of the review.

"These model programs are intended as a starting point for a collaborative FAA/industry effort to develop and implement changes to these programs," said Lacey.

Concurrently, the FAA evaluated ATOS, the way it oversees the nation's 10 largest airlines. The evaluation examined ways to improve and accelerate ATOS development and implementation. The agency held listening sessions with FAA managers and inspectors, including members of the Professional Airways Systems Specialists (PASS), and industry. Although the feedback indicated broad support for ATOS development, it also identified areas that need improvement. Changes are now being addresses in the following areas: Certificate Management Team organization and staffing, system flexibility, data utility, inspector qualifications and training, management oversight, and collaboration with industry.

The summary of the airline review and a fact sheet on ATOS are available at www.faa.gov/newsroom.htm.

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Fri., Dec. 8, 2000
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- more -

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- The FAA is developing a way to provide air carriers with national-level answers to their questions on the standard application of ATOS policy and procedures.

Background

FAA inspectors began using ATOS October 1998, focusing on the 10 largest passenger air carriers (Alaska, America West, American, Continental, Delta, Northwest, Southwest, TWA, United and US Airways). ATOS continues to evolve based on feedback from FAA inspectors and air carriers. The FAA is making enhancements prior to expanding the program to other carriers. Also, a joint management-union Continuous ATOS Development (CAD) team is designing sophisticated data collection and risk assessment tools for use in a future version of ATOS.

Air carriers are responsible for operating at the highest level of safety, and FAA inspectors monitor and enforce compliance with federal regulations. ATOS strives to ensure that air carriers have safety built into their operating systems. It takes a proactive approach that goes beyond just ensuring compliance with regulations. ATOS changes the way the FAA oversees air carrier safety. It asks inspectors to look at the air carrier as a whole and how systems interact to assure safety, rather than just inspecting for compliance with rules. This includes looking at an air carrier's management, corporate safety culture, its experience, as well as its systems. The FAA continues to take enforcement action when appropriate. Compliance with the regulations continues to be expected and inspected.

ATOS Specifics

- ATOS analyzes air carrier safety systems. It identifies risks by integrating the data gathered by the inspector workforce with other government and industry data.
- The FAA monitors an air carrier's performance by looking at both the design and operation of the carrier' s systems, and uses this with other data to identify trends and high-risk areas.
- A CMT is assigned to each air carrier. Local and geographic inspectors receive training on their assigned carrier's policies and procedures to enable higher quality inspections.
- The conventional surveillance work program inspections are replaced with a more flexible, focused program developed by the CMT using new risk assessment tools.

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

FOR IMMEDIATE RELEASE

APA 91-00
December 11, 2000
Contact: Henry J. Price
Phone: 202-267-3462

Innovative Pilot Program to Speed Up Air Traffic Modernization at 10 Selected Airports

WASHINGTON - Jane F. Garvey, administrator of the U.S. Department of Transportation's Federal Aviation Administration (FAA), today invited airports and airlines to participate in an innovative funding program designed to speed up important airport facility and equipment upgrades. Under the "Pilot Program to Permit Cost-Sharing of Air Traffic Modernization Projects," the agency will select 10 eligible projects to improve airport capacity and enhance airspace control procedures.

"The FAA looks forward to working in partnership with the aviation community to seek new and better ways to make our nation's airspace system as efficient as possible for U.S. air travelers," said Garvey. "This unique program offers exciting new opportunities to accelerate vital modernization projects at specific airports and should increase efficiency and reduce delays throughout our nation's airways."

The pilot program was authorized in this year's Wendell H. Ford Aviation and Investment Reform Act for the 21st Century (AIR-21). The law permits airports and airport/airline joint ventures in partnership with the FAA to procure and install facilities and equipment. A maximum of 10 eligible projects will be selected to participate. Each approved project is limited to receive maximum FAA cost sharing of 33 percent with no project to exceed $15 million in federal funds.

Those wishing to participate in the pilot program may submit applications to the FAA by Jan. 19, 2001. A specially formed FAA technical panel will evaluate applications and select eligible projects by July 13, 2001. If 10 projects are not selected, the application procedure will be repeated during 2002 and 2003. Each project must be a validated FAA program and serve the general welfare of the flying public. Specific guidelines for the program were published on Wednesday, Dec. 6, in the Federal Register and can be accessed on the Internet at: http://www.access.gpo.gov/su_docs/aces/aces140.html.

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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 92-00
Tues., Dec. 12, 2000
Contact: Alison Duquette
Phone: 202-267-3462

FAA To Study Airplane Certification Processes

WASHINGTON – The Federal Aviation Administration (FAA) today announced that a team of experts will conduct a one-year study of the safety processes used in certifying large transport airplanes, as well as the FAA's support of continued airplane safety.

The Commercial Airplane Certification Process Study will include all of the safety processes used to design, build, and certify airplanes, as well as those involved in maintaining safety throughout operational service. Beginning in January 2001, the team will assess current safety processes and practices, and identify areas for improvement.

"As a world leader in the aircraft certification business, it's the FAA's job to be proactive and take safety to an even higher level," said FAA Administrator Jane F. Garvey. "This study will give us a fresh look at the entire life cycle of airplane safety."

Led by the FAA, the team consists of technical experts from the FAA, National Transportation Safety Board (NTSB), National Aeronautics and Space Administration (NASA), Department of Defense, foreign civil aviation authorities, industry, and academia.

The study will complement the FAA's current *Safer Skies* initiative to reduce the commercial accident rate by 80 percent by 2007. *Safer Skies* uses data to get to the root causes of aviation incidents and accidents to prevent future accidents. The new study will focus on the current safety processes that are intended to prevent accidents, and ways to improve those processes to further enhance safety.

The FAA's Transport Airplane Directorate will play a major role in the study. The Directorate is responsible for design approvals, production quality assurance system approvals, and airworthiness certification for large transport airplanes, mainly Boeing products.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 91-00
Monday, December 11, 2000
Contact: Henry J. Price
Phone: 202-267-3462

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 93-00
Friday, December 15, 2000
Contact: Tammy Jones
Phone: 202-267-3462

FAA Announces Winner of 2000 Excellence in Aviation Award

WASHINGTON, DC – The Federal Aviation Administration (FAA) has announced the selection of Dr. Christopher Wickens, of the University of Illinois Institute of Aviation, as the winner of this year's Excellence in Aviation Award for his continued contributions in aviation research and education.

"For more than thirty years, Dr. Wicken's work in aviation human factors has supported our mission and the nation's aviation goals through his applied aviation research activities," said FAA's Associate Administrator for Research and Acquisitions Steve Zaidman. "Working with both government and industry, he has made valuable contributions in aircraft flight operations, flight training, simulation technology, and aviation education."

Professor Wickens currently is the head of the Aviation Research Laboratory at the University of Illinois. His primary research interests focus on the relevance of principles and theories of human attention to the design of complex systems, particularly aviation systems, with which humans much interact. He has authored or co-authored seven textbooks, 146 articles or book chapters, 152 technical reports, 200 publications from professional meetings and presentations, and has given 75 symposia or invited presentations. In 1997 and 1998, as chair of the FAA's Panel on Human Factors in Air Traffic Control Automation, he co-authored *Flight to the Future: Human Factors in Air Traffic Control* and *The Future of Air Traffic Control: Human Operators and Automation*, published by the National Academy of Science.

"Professor Wickens' groundbreaking research in aviation human factors has made significant safety contributions to both military and civil aviation," said Assistant Director for Academic Affairs at the University of Illinois - Institute of Aviation Tom Emanuel. "He is a key example of the dedication and ongoing contributions to aviation being made by our faculty and students. This prestigious award is a tribute to our commitment to enhance aviation safety and efficiency through continued research and development."

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The Excellence in Aviation designation is a highly competitive, non-monetary award presented annually to individuals and/or institutions following an evaluation of documentation which clearly shows how their research benefits the aviation community today. Through this award, the FAA formally recognizes significant accomplishments as a result of aviation-related research efforts. This special distinction is intended to augment the ability of the government to recognize superior research efforts and to highlight benefits of such activities.

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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 94-00
December 2000
Contact: Rebecca Trexler
Phone: 202-267-3462

FAA Statement on Inspector General's Report on Controls Over Airport Identification Media

WASHINGTON—The Federal Aviation Administration (FAA) has been working hard over the past few years to strengthen controls over airport identification media and was aided by Congress in this effort on Nov. 22 with the passage of the Airport Security Improvement Act of 2000.

- The new legislation mandates criminal records checks for every position requiring unescorted access to secure areas of the airports, as well as for pre-board passenger screeners. To accomplish this, the FAA is introducing automated fingerprinting at the nation's largest airports by Dec. 23, and will expand the system as quickly as possible to every airport in the country within three years. As the new system of criminal records checks is implemented, the old system of employment history verification will be phased out, greatly streamlining the process and reducing the workload. The FAA also is checking to see whether additional foreign criminal record checks, credit checks and additional drug tests should be required.

- In addition to mandating criminal records checks, the new law also substantially expanded the list of crimes that would disqualify individuals from being able to obtain unescorted access to secure areas. While both initiatives certainly enhance security at the airports, the FAA recognizes that criminal history alone is not a perfect predictor of future behavior. Criminal checks must be accompanied by strong federal and local law enforcement and diligent company oversight to make sure employees are not suborned into criminal activity.

- The FAA also is working to make sure that airports, airlines, and contractors follow requirements for employment history verification until they are able to implement the criminal records checks mandate. Since the employment history verification rule became effective in 1996, FAA has completed three major national assessments in addition to frequent local inspections, and reviewed over 12,000 employment history records. Whenever discrepancies are found, the FAA requires airports to suspend access of employees in question until the verifications can be properly performed.

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- In 1998, the FAA modified the employment history verification rule to require industry to perform self-audits. Following extensive consultation with industry on implementation of the rule, the FAA amended airport and airline security programs to mandate specific audit requirements, and those became effective May 31. The self-audits must randomly select a set percentage of employee files to be examined and re-verified. The first round of self-audits must be completed by June 2001.

- The FAA also has new regulations that will allow the agency to take enforcement action against individuals who violate the rules. The FAA will be able to fine any employee who fails to comply with the employment history verification procedures where still required, or is negligent in following security procedures in secure areas.

- The FAA requires airports to maintain a minimum of 95 percent accountability of airport-issued security identification cards. When an airport's rate falls below 95 percent, it must revalidate or re-issue every security identification badge. Since February, the FAA has audited airport identification cards at 32 airports, examining over 19,000 badges. When discrepancies have been found, airports have had to take immediate corrective action. Under a new rule, airports and air carriers will be required to retrieve expired badges, report lost or stolen badges, and perform periodic audits to ensure the badges are controlled.

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FAA News

Federal Aviation Administration, Washington, DC 20591

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December 2000
Contact: Rebecca Trexler
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FOR IMMEDIATE RELEASE

APA 95-00
December 20, 2000
Contact: Lynn McCloud
Phone: 202-267-3057

FAA Approves High-Tech Sleigh; First Flight Set for December 24

WASHINGTON - The Federal Aviation Administration (FAA) announced that it issued a supplemental type certificate for a new version of Santa's sleigh. FAA Administrator Jane F. Garvey issued the type certificate at the annual meeting of the Sleigh Airworthiness Next Technology Association (SANTA).

"This new sleigh incorporates the most advanced navigation and safety technology - its operational capabilities, especially in cold, dark nighttime conditions will be second to none," Garvey told the 200 S.A.N.T.A. members, or elves, gathered at the annual meeting.

The first flight of the new sleigh will be on Christmas Eve. While the new sleigh - tail number N1225 - retains the classic features of the previous edition, including eight-reindeer thrust and supplemental navigation by Rudolph, the new version includes state-of-the-art technology. Its cockpit, or dashboard, features an integrated avionics package with GPS navigation. New safety features include a Terrain Awareness and Warning System (TAWS) as well as a Traffic Collision Avoidance System (TCAS). One of the most important new features, Garvey noted, especially for the portion of Santa's trip in the Northern Hemisphere, are in-sleigh displays of digital weather graphics and text through the FAA's Flight Information Service Data Link (FISDL).

The FAA said Santa's Christmas Eve flight plan is expected to be longer this year and include more stops. According to official North Pole projections, both Available Santa Miles (ASMs) and Revenue Present Miles (RPMs) will be higher this year. The increase in ASMs is the result of worldwide population increases. RPMs will be up due to more children being nice and not naughty over the past year.

The FAA issued a waiver authorizing Santa to land at alternate airfields, including housetops and other non-traditional landing strips, so that he can avoid delays at the nation's busiest airports. Travelers using major U.S. airports on Christmas Eve can check the FAA's Web site at www.fly.faa.gov to find out about weather conditions and airport delays. Additional consumer information is available at www.faa.gov.

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FOR IMMEDIATE RELEASE
APA 96-00
December 20, 2000
Contact: Les Dorr, Jr.
Phone: 202-267-3462

FAA Gives Greece IASA Rating of Category 2

WASHINGTON- The Federal Aviation Administration (FAA) today announced that Greece does not comply with international safety standards set by the International Civil Aviation Organization (ICAO), giving the country a Category 2 rating following an assessment of the country's civil aviation authority.

The government of Greece has indicated its desire to correct the issues identified as a result of the FAA assessment. The FAA will continue to remain engaged with the civil aviation authority of Greece and will periodically review the progress being taken in the Greek action plan to correct deficiencies.

This announcement is part of the FAA's International Aviation Safety Assessment (IASA) program, under which the agency assesses the civil aviation authorities of all countries with air carriers that operate to the U.S., and makes that information available to the public.

The assessments are not an indication of whether individual foreign carriers are safe or unsafe; rather, they determine whether or not foreign civil aviation authorities are meeting ICAO safety standards, not FAA regulations.

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

Countries with air carriers that fly to the U.S. must adhere to the safety standards of ICAO, the United Nations' technical agency for aviation that establishes international standards and recommended practices for aircraft operations and maintenance.

The FAA, with the cooperation of the host civil aviation authority, assesses countries with airlines that have operating rights to or from the United States, or have requested such rights.

Specifically, the FAA determines whether a foreign civil aviation authority has an adequate infrastructure for international aviation safety oversight as defined by ICAO standards. The basic elements that the FAA considers necessary include: 1) laws enabling the appropriate government office to adopt regulations necessary to meet the minimum requirements of ICAO; 2) current regulations that meet those requirements; 3) procedures to carry

out the regulatory requirements; 4) air carrier certification, routine inspection, and surveillance programs; and 5) organizational and personnel resources to implement and enforce the above.

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

· Category 1, Does Comply with ICAO Standards: A civil aviation authority has been assessed by FAA inspectors and has been found to license and oversee air carriers in accordance with ICAO aviation safety standards.

· Category 2. Does Not Comply with ICAO Standards: The Federal Aviation Administration assessed this country's civil aviation authority (CAA) and determined that it does not provide safety oversight of its air carrier operators in accordance with the minimum safety oversight standards established by the International Civil Aviation Organization (ICAO). This rating is applied if one or more of the following deficiencies are identified: (1) the country lacks laws or regulations necessary to support the certification and oversight of air carriers in accordance with minimum international standards; (2) the CAA lacks the technical expertise, resources, and organization to license or oversee air carrier operations; (3) the CAA does not have adequately trained and qualified technical personnel; (4) the CAA does not provide adequate inspector guidance to ensure enforcement of, and compliance with, minimum international standards; and (5) the CAA has insufficient documentation and records of certification and inadequate continuing oversight and surveillance of air carrier operations. This category consists of two groups of countries.
· One group is countries that have air carriers with existing operations to the United States at the time of the assessment. While in Category 2 status, carriers from these countries will be permitted to continue operations at current levels under heightened FAA surveillance. Expansion or changes in services to the United States by such carriers are not permitted while in category 2, although new services will be permitted if operated using aircraft wet-leased from a duly authorized and properly supervised U.S. carrier or a foreign air carrier from a category 1 country that is authorized to serve the United States using its own aircraft.

· The second group is countries that do not have air carriers with existing operations to the United States at the time of the assessment. Carriers from these countries will not be permitted to commence service to the United States while in Category 2 status, although they may conduct services if operated using aircraft wet-leased from a duly authorized and properly supervised U.S. carrier or a foreign air carrier from a Category 1 country that is authorized to serve the United States with its own aircraft.

No other difference is made between these two groups of countries while in a category 2 status.

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

The FAA will continue to release the results of safety

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

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 97-00
Friday, December 22, 2000
Contact: Les Dorr, Jr.
Phone: 202/267-3462

FAA EARNS HIGH MARKS FOR CUSTOMER SATISFACTION

WASHINGTON--For the second straight year, commercial pilots participating in a government-wide customer satisfaction survey have given the Federal Aviation Administration (FAA) very high ratings for professionalism and for ensuring the safety of the U.S. aviation system.

In the survey, conducted as part of Vice President Gore's National Partnership for Reinventing Government (NPR), pilots gave the agency's air traffic services an 8.0 rating (out of 10) for professionalism, and an even higher 8.3 rating for ensuring air traffic safety. The outstanding marks were awarded despite a difficult summer that had a record number of days with thunderstorms and more planes in the air, producing an increase in the number of delays.

"We're pleased that commercial pilots, who experience the impact of delays first-hand, see FAA air traffic controllers as knowledgeable, helpful, responsive and doing a first-class job ensuring safety," said FAA Administrator Jane F. Garvey. "Their input helps us create an FAA that works better, costs less and is responsive to the ever-increasing demands of our aviation system."

The surveyed pilots also gave the pilot examiners who conduct the flight check part of the pilot certification process good marks for their competency (8.3). Examiner competency is equivalent to air traffic controller professionalism for the purpose of this survey. The pilots rated the pilot certification process, as a whole, slightly lower (7.0) for how well the process reflects their job skills and knowledge.

The results of the 2000 customer satisfaction survey show that the FAA needs to continue to improve the clarity of its aviation policy standards and safety rules. In response to last year's survey results, the FAA started a program to simplify its rulemaking process by writing new regulations in plain language.

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Although the 2000 survey showed no measurable improvement in clarity and understanding of FAA regulations and policies, the agency has laid the foundation for change. During the first year, the FAA focused on encouraging its employees who are most involved in developing new regulatory documents to use plain language. The FAA also published several documents in new, easier-to-read formats, including a final rule on general rulemaking procedures that uses a question and answer format.

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FOR IMMEDIATE RELEASE
APA 98-00
December 28, 2000
Contact: Paul Takemoto
Phone: 202-267-8521

FAA Gives Pakistan IASA Rating of Category I

WASHINGTON, D.C. - The Federal Aviation Administration (FAA) today announced that Pakistan complies with international safety standards set by the International Civil Aviation Organization (ICAO), giving the country a Category 1 rating. This action follows a reassessment of the country's civil aviation authority last month. Pakistan previously did not comply with ICAO standards.

This announcement is part of the FAA's International Aviation Safety Assessment (IASA) program, under which the agency assesses the civil aviation authorities of all countries with air carriers that operate to the U.S., and makes that information available to the public.

The assessments are not an indication of whether individual foreign carriers are safe or unsafe; rather, they determine whether or not foreign civil aviation authorities are meeting ICAO safety standards, not FAA regulations.

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

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The FAA, with the cooperation of the host civil aviation authority, assesses countries with airlines that have operating rights to or from the United States, or have requested such rights.

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

The FAA has established two ratings for the status of these civil

aviation authorities at the time of the assessment: (1) does comply with ICAO standards, (2) does not comply with ICAO standards.

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

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA-99-00
DATE: December 29, 2000
Contact: Tammy L. Jones
Phone: 202-267-3462

NEW TECHNOLOGY BEGINS NEW ERA IN AVIATION SAFETY
Alaskan Region Capstone Program Achieves National Airspace System Milestone

BETHEL, AK – One of the most innovative air traffic tracking technology advancements since the advent of radar more than a half century ago will begin in the Bethel area on January 1. In one of the busiest non-radar remote air traffic areas in Alaska, the Federal Aviation Administration (FAA) and its industry partners will initiate the first use of the Automatic Dependent Surveillance-Broadcast (ADS-B) technology to track and service traffic in the areas that have no radar coverage.

"The implications of using ADS-B for air traffic surveillance are extremely important for worldwide aviation safety since much of the world is without radar coverage," said Administrator Jane F. Garvey. "This technology has the potential of filling in huge gaps in radar coverage including, vast areas in South America, Africa and in remote areas of the United States."

The use of ADS-B technology to track air traffic is another success in the FAA's National Airspace System modernization plan to use satellite technology. ADS-B allows pilots in the cockpit and air traffic controllers on the ground to "see" aircraft traffic with much more precision than has been possible ever before. Radar works by bouncing radio waves off of airborne targets and then "interpreting" the reflected signal. ADS-B doesn't need to interrogate targets to display them. Rather, it relies on the satellite-based global positioning system.

Each ADS-B equipped aircraft broadcasts its precise position in space via a digital datalink along with other data, including airspeed, altitude and, whether the aircraft is turning, climbing or descending. Unlike conventional radar, ADS-B works at low altitudes and is effective in remote areas or in mountainous terrain where there is no radar coverage, or where radar coverage is limited.

This new system uses ground-based transceivers to pick up transmissions from ADS-B equipped aircraft. This information is then transmitted via phone line and satellite to Anchorage Air Route Traffic Control Center where it is displayed on controllers' screens.

FAA **News:**

CLEARANCE

Subject: ADS-B Debut in Alaska

Author: Tammy Jones / Laura Brown

Please Review By:

Date: 12-29-2000

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FOR IMMEDIATE RELEASE **DRAFT: O1XXCAPST**
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NEW TECHNOLOGY BEGINS NEW ERA IN AVIATION SAFETY

Alaskan Region Capstone Program Achieves National Airspace System Milestone

BETHEL, ~~AK~~ ~~The first~~ air traffic tracking technology advancement since the advent of radar ~~53 years~~ ago will begin in the Bethel area on January 1, ~~2001~~. In one of the busiest non-radar remote air traffic areas in Alaska, the Federal Aviation Administration (FAA) and its industry partners will initiate the first use of the Automatic Dependent Surveillance-Broadcast (ADS-B) technology to track and service traffic in the areas that have no radar coverage.

"The implications of using ADS-B for air traffic surveillance are extremely important for worldwide aviation safety since much of the world is without radar coverage," said Administrator Jane F. Garvey. "This technology has the potential of filling in huge gaps in radar coverage including, vast areas in South America, Africa and in remote areas of the United States."

The use of ADS-B technology to track air traffic is ~~part of~~ the FAA's National Airspace System modernization. ADS-B ~~is a new technology that~~ allows pilots in the cockpit and air traffic controllers on the ground to "see" aircraft traffic with much more precision than has been possible ever before. Radar works by bouncing radio waves off of airborne targets and then "interpreting" the reflected signal. ADS-B doesn't need to interrogate targets to display them. Rather, it relies on the satellite-based global positioning system.

Each ADS-B equipped aircraft broadcasts its precise position in space via a digital datalink along with other data, including airspeed, altitude and, whether the aircraft is turning, climbing or descending. Unlike conventional radar, ADS-B works at low altitudes and is effective in remote areas or in mountainous terrain where there is no radar coverage, or where radar coverage is limited.

This new system uses Ground-Based Transceivers to pick up transmissions from ADS-B equipped aircraft. This information is ~~then~~ transmitted via phone line and satellite to Anchorage Air Route Traffic Control Center where it is displayed on controllers' screens.

-more-

Capstone is a FAA-industry-academia partnership borne out of the Alaskan Region's desire to reduce aviation accidents and save lives. Capstone initiatives employ emerging technology in support of FAA's goal to dramatically reduce aircraft accidents in Alaska and ultimately across the nation. Essentially, pilots will be able to have similar information in the cockpit that controllers have on the ground. FAA's Capstone office is currently working on expanding the Capstone coverage to Southeast Alaska.

Capstone partners include: the Aircraft Owners and Pilots Association, Alaska Airman's Association; Alaskan Aviation Safety Foundation; Alaska Air Carriers Association; Airline Pilot Association; United Parcel Service-Aviation Technologies; Cargo Airline Association; University of Alaska-Anchorage; MITRE Corporation; the Small Aircraft Manufacturering Association; Alaska State DOT Statewide Aviation Office; the ~~United States~~ U.S. Air Force and the Federal Aviation Administration. Numerous Alaskan organizations, air carrier owners, managers, mechanics, technicians, pilots and others have donated hundreds of hours to planning and designing the project ~~along~~ with ~~the~~ FAA ~~personnel~~ staff in Alaska and Washington, DC.

For more information visit the Capstone website at www.alaska.faa.gov/capstone.

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