FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 64-00
Wednesday, September 6, 2000
Contact: Rebecca Trexler
Phone: 202-267-3462

MEDIA ADVISORY

Screener of the Year Ceremony

WASHINGTON--Federal Aviation Administration Administrator Jane F. Garvey will present this year's National Screener of the Year Award to Aubrey "Bill" Harvey Jr., a checkpoint security supervisor at Chicago O'Hare International Airport. Harvey will receive the award for outstanding work in protecting the flying public in a Sept. 8 ceremony at FAA Headquarters.

Also on hand to present the joint FAA/industry award will be representatives from the Air Transport Association, the Regional Airline Association, the National Air Carrier Association, the Air Line Pilots Association, and the American Association of Airport Executives. This award honors the best among those who work hard every day to keep potentially dangerous items and individuals off the nation's passenger planes.

WHO: FAA Administrator Jane F. Garvey and industry representatives

Checkpoint Security Supervisor Aubrey "Bill" Harvey Jr., Argenbright Security
United Airlines, Chicago O'Hare International Airport

WHAT: National Screener of the Year Ceremony

WHEN: 11 a.m., Fri., Sept. 8

WHERE: FAA Headquarters, 10th floor, McCracken Room
800 Independence Ave., S.W.
Washington, D.C. 20591

Members of the press who wish to attend should call Rebecca Trexler, 202-267-3462.
Note: Checkpoint security screeners are employed by the airlines to ensure the safety of the flying public by screening carry-on bags and passengers for weapons and other dangerous items. Airlines are responsible for ensuring the security of passengers aboard their flights while the FAA oversees the air carriers' compliance with federal security mandates.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 65-00
Fri., Sept. 8, 2000
Contact: Rebecca Trexler
Phone: 202-267-3462

FAA Names Harvey National Screener of the Year

WASHINGTON--Jane F. Garvey, administrator of the U.S. Department of Transportation's Federal Aviation Administration, and representatives from the aviation industry today presented this year's National Screener of the Year Award to Aubrey "Bill" Harvey Jr., a checkpoint security supervisor for United Airlines at Chicago O'Hare International Airport. Harvey, an employee with Argenbright Security, received the award in a ceremony at FAA Headquarters.

"Maintaining constant vigilance while processing passengers at one of the busiest airports in the world is a tremendous achievement," Garvey said. "We salute Bill Harvey for his work as a screener, a supervisor and a trainer for United at O'Hare, where he consistently strives for superior performance both in himself and in the screeners he oversees."

Associate Administrator for Civil Aviation Security Cathal L. Flynn also recognized Harvey and thanked all of the nation's aviation security screeners. "As harried passengers, we sometimes forget the security screeners are there, not to slow us down, but to make sure our flights are safe," he said. "Bill Harvey and his colleagues play a vital role in aviation security, and we owe them a debt of gratitude for their work in protecting the nation's skies."

As a checkpoint security supervisor for United Airlines at Chicago O'Hare, Harvey provides security for the world's largest airline at one of the world's busiest airports. After being hired by Argenbright Security in 1996, he was quickly promoted to checkpoint security supervisor and a certified classroom and advanced equipment trainer. In 1998, Harvey helped detect a 12-gauge shotgun, which resulted in an arrest; and in 1999, he controlled an attempted security breach, preventing countless passenger delays and also resulting in an arrest. As a trainer and supervisor, Harvey is involved in every aspect of security screening at Chicago O'Hare, where he has an established reputation for exemplary performance.

Every year, the average screener examines more than 300,000 bags and 150,000 passengers. In 1998, the screener workforce processed 1.9 billion passengers and detected more than 1,515 weapons. The FAA, Air Transport Association, Regional Airline Association, National Air Carrier Association, Air Line Pilots Association and American Association of Airport Executives sponsor this annual award to honor the best security screener from a pool of regional winners.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 66-00
Wednesday, September 13, 2000
Contact: Les Dorr, Jr.
Phone: 202-267-8521

Media Advisory: FAA Actions on Boeing 737 Rudder System

WASHINGTON – On Thursday, September 14, at 1:00 p.m. EDT, the Federal Aviation Administration (FAA) will discuss a series of new initiatives to enhance the safety of the Boeing 737 rudder system. The briefing also will include the results of the top-to-bottom review of the system done by the Boeing 737 Engineering Test and Evaluation Board, a 22-member team of experts from government and industry.

The briefing will be held in Conference Room 9A-B on the ninth floor of FAA Headquarters, 800 Independence Ave., S.W. Comments will be on the record, but cameras and electronic recording devices will not be permitted. Only credentialed media representatives will be admitted to this event.

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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 67-00
Thursday, September 14, 2000
Contact: Les Dorr, Jr.
Phone: 202-267-3462

FAA to Propose Rudder Redesign and Other Safety Initiatives for Boeing 737

WASHINGTON -- The Federal Aviation Administration (FAA) today announced that it will propose a long-term redesign of the Boeing 737 rudder system and undertake several short-term initiatives designed to enhance rudder safety on all Boeing 737 models.

"Today's Boeing 737 rudder system complies fully with all current regulations, but we think it can be improved and made more reliable," said FAA Administrator Jane F. Garvey. "The changes we are going to propose will make an aircraft with an excellent safety record even safer."

Within a year, the FAA will propose mandating a redesign of the Boeing 737 rudder system. The redesign would increase the overall safety of the 737 by simplifying the rudder system and eliminating a range of both previously known and recently discovered failure possibilities. The redesign also will make it unnecessary to have rudder procedures and training requirements that are unique to the 737.

By the end of this October, the FAA will simplify the procedure for handling a jammed or restricted rudder and begin training Boeing 737 pilots on the new methods. In the same time frame, the agency will begin an effort to identify and mandate critical maintenance changes that will reduce the possibility of undetected failures.

The FAA anticipates that it could mandate any needed changes to 737 rudder maintenance by early next year. Redesign and retrofitting of a modified rudder system would take several years, because Boeing will have to thoroughly test the new design and make sure its installation will not have unintended negative safety consequences.

The FAA's actions follow a year-long, top-to-bottom analysis of the Boeing 737 rudder system by the 737 Flight Control Engineering Test and Evaluation Board (ETEB). The ETEB, which the agency established in May 1999, consisted of 22 experts from government and industry. To ensure objectivity, team members selected for the ETEB had no previous association with 737 rudder design.

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The ETEB studied possible ways the 737 rudder system could malfunction, however remote such failures might be. The team then confirmed their analysis through component tests, integrated systems evaluations and flight tests with an actual Boeing 737 on loan from Purdue University.

The FAA previously ordered several other design changes that have increased the safety level of the 737 rudder system. All U.S. registered 737s now have improved rudder power control units, a more reliable yaw damper mechanism and a hydraulic pressure reducer that helps pilots maintain control if the rudder makes unintended movements.

A summary of the ETEB report is available on the FAA Public Affairs website at: http://www.faa.gov/newsroom.htm

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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

Request ONLY!

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 68-00
September 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 agrees with the Inspector General that requirements for airport identification need to be strengthened, and has been working on technology and legislation needed to expand criminal record checks to all employees with access to the secure areas of the airport.

- The FAA and the Federal Bureau of Investigation last September initiated a pilot program at several airports to evaluate an automated system for electronically scanning fingerprints and checking them against the FBI's database. In addition to reducing resources needed to complete the checks, the pilot program demonstrated that the new system can produce results much faster than the current manual process. Although there are still many technical and administrative challenges that must be overcome, this automated system may make it possible to require initial and random recurrent criminal checks of employees who have access to secure areas, and the employees of security screening companies.

- The agency has supported efforts in Congress to expand the criminal record checks and the list of disqualifying crimes. The FAA has asked its Aviation Security Advisory Committee to recommend additional crimes that might indicate a propensity for subsequent criminal activity against aviation. The FAA is aware, however, that criminal history alone is not a perfect predictor of future behavior. The criminal record checks must be accompanied by crime-prevention programs at the airports and diligent oversight by employees to be effective in deterring crimes against aviation. The FAA will also determine whether foreign criminal record checks, credit checks and additional drug tests should be required.

- The FAA strives to make sure that airports, airlines, and contractors follow the current regulations. Since the employment history verification rule became effective in 1996, FAA has completed three national assessments in addition to frequent local inspections. The most

- more -

recent national audit is focusing on records at over 50 U.S. airports. Over 12,000 employment history records have been reviewed. When discrepancies are found, the airport is required to reissue all airport identification badges.

- The FAA modified the employment history verification rule in 1998, requiring 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 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 an employee who fails to comply with the employment history verification procedures or is negligent in following 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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800 INDEPENDENCE AVE., WASHINGTON D.C., 20591

FOR IMMEDIATE RELEASE
AMC09-00
September 18, 2000
Contact: John Clabes, Roland Herwig
Phone: 405-954-7500

FAA Revokes Pro Air Operating Certificate

SEATTLE - The Federal Aviation Administration today issued an emergency order revoking the operating certificate of Pro Air, Inc. The airline operates three B-737s in scheduled and supplemental passenger service centered on Detroit City Airport, but has its headquarters in Seattle.

FAA said the action was taken because the airline had demonstrated it "lacks the qualifications required of the holder of an air carrier certificate." Continuing maintenance, oversight, quality control and record-keeping problems resulted in widespread failures to comply with applicable federal aviation regulations, said L. Nick Lacey, FAA director of Flight Standards.

FAA inspectors identified a number of issues in a focused inspection of the air carrier in June. Pro Air's failures to correct these discrepancies after being notified by the FAA caused the agency to conclude that Pro Air lacks the ability to conduct its operations in compliance with the regulations. Findings identified in the revocation order include:

- Failure to maintain an appropriate maintenance organization;
- Failure to use adequate maintenance procedures;
- Failure to conduct an adequate continuing maintenance and analysis surveillance program;
- Failure to maintain a record-keeping system and to keep required records;
- Failure to comply with its operations specifications; and,
- Operation of unairworthy aircraft.

Pro Air received its operating authority from the FAA as a Part 121 air carrier in 1997.

Pro Air has ten days to appeal the emergency order of suspension to the National Transportation Safety Board. The order remains in effect pending all appeals.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 69-00
Tuesday, Sept. 19, 2000
FAA Contact: Rebecca Trexler Phone: 202-267-3462
CAA Contact: Jonathan Nicholson Phone: 44-207-453-6027

FAA and CAA Sign Memorandum of Cooperation Promoting Compliance with International Dangerous Goods Regulations

WASHINGTON--The U.S. Department of Transportation's Federal Aviation Administration (FAA) and the United Kingdom's Civil Aviation Authority (CAA) today signed a memorandum of cooperation designed to promote compliance with international standards for the safe transportation of dangerous goods by air.

"Improper shipments of hazardous materials by air is a global problem that requires international cooperation," said FAA Administrator Jane F. Garvey. "Building on the already strong alliance in many other safety areas between the United States and United Kingdom, today's agreement extends that cooperation now to include dangerous goods inspections and enforcements."

Commenting on the arrangement, CAA Chairman Sir Malcolm Field said, "Today's agreement enhances the excellent working relationship that we share with the FAA. As two of the most respected civil aviation regulators in the world, we can help to set an example as to how this important area of cargo should be monitored."

The broad principles governing international transportation of dangerous goods by air are contained in the International Civil Aviation Organization's (ICAO) Annex 18 to the Convention on International Civil Aviation, "The Safe Transport of Dangerous Good by Air."
While Annex 18 permits cooperation between countries in investigating and prosecuting dangerous goods cases involving more than one country, today's memorandum between the FAA and CAA ensures this cooperation.

Under the memorandum signed today, the FAA and CAA agree to coordinate the investigation of incidents and to share safety information on dangerous goods, including:

- Safety alerts, bulletins, or advisories.
- Proposed and completed rulemaking and related documents.
- Incident reports concerning shipments between the two countries.
- Documentary and other evidence developed in investigation of incidents.
- Proposed and final enforcement actions.
- Educational materials suitable for public dissemination.

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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

U.S. Department of Transportation
Office of Public Affairs
Washington, D.C.
www.dot.gov/briefing.htm

News

FOR IMMEDIATE RELEASE
Tuesday, September 19, 2000

DOT 174-00
Contact: Tammy L. Jones
Tel.: (202) 267-3462

FAA Management Advisory Council Takes Form

Mortimer L. Downey, deputy secretary of the U.S. Department of Transportation, announced today the swearing in of the first seven members of the Federal Aviation Administration (FAA) Management Advisory Council.

The advisory council, established by the FAA Reauthorization Act of 1996, will provide advice and counsel to the FAA's administrator on policy, spending, funding and regulatory matters affecting the aviation industry.

The council will consist of 18 members. The president appoints ten members, representing aviation interests. Five members, appointed by the secretary, will serve as a subcommittee, with emphasis on air traffic services. There also is one designee each from the Department of Transportation, the Department of Defense, and an air traffic services union.

The first seven advisory council members to be named include: J. Randolph Babbitt, former president of Airline Pilots Association; Robert W. Baker, vice-president of AMR Corp.; Edward M. Bolen, president of General Aviation Manufacturers Association; Geoffrey T. Crowley, president and CEO of Air Wisconsin; Robert A. Davis, former Boeing vice president; Deborah Branson, private attorney; and Kendall W. Wilson, private financial analyst.

Initially, advisory council members will serve from one- to three-year terms. Subsequent appointments will be for three years.

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Request ONLY!

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 70-00
Wednesday, Sept. 20, 2000
Contact: Eliot Brenner
Phone: 202-267-3883

FAA STATEMENT ON PROPOSED SANCTIONS ON CONTROLLERS

WASHINGTON – The Federal Aviation Administration (FAA) is very proud of the excellent, highly professional job done around the clock by the over 20,000 men and women who provide air traffic control services and help 670 million travelers a year get to their destinations.

However, on July 17 passengers were severely inconvenienced because of actions of a small number of controllers in the Chicago TRACON, who on that day did not meet the extraordinarily high standards we expect.

We take the events of July 17 very seriously. Accordingly, the FAA today proposed penalties ranging from letters of reprimand to 30-day suspensions for 15 air traffic controllers in facility following an investigation that indicated there was an intentional slowing of traffic into the Chicago area.

Additionally, the FAA announced that it will change the management team at the facility in Elgin, IL., to foster a new workplace environment.

The investigation, conducted by the FAA with the assistance of the Transportation Department Inspector General, revealed no safety related incidents during the period when traffic was slowed.

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

FOR IMMEDIATE RELEASE

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September 21, 2000
Contact: Elizabeth Isham Cory
Phone: 847-294-7849

FAA Proposes $80,000 Fine Against Northwest Airlines

CHICAGO, IL (September 21, 2000) - The Federal Aviation Administration has proposed to assess an $80,000 civil penalty against Northwest Airlines of Eagan, Minn., for allegedly violating Department of Transportation hazardous materials regulations.

The FAA alleges Northwest Airlines offered the shipment to Federal Express on April 26, 1999, for transportation by air from Minneapolis to Pacific, Missouri, via Federal Express.

The fiberboard box contained a plastic toolbox, which held a one-quart metal can and eight-ounce plastic bottle containing stain, a flammable liquid; two one-pint bottles containing clear solvents, both flammable liquids; and six metal aerosol spray cans containing paint related materials classed as flammable gases.

The FAA alleges Northwest offered the shipment when it was improperly described, classed, packaged, marked and labeled for transportation by air.

The box was discovered leaking when it arrived of the FedEx facility at the Minneapolis/St. Paul International Airport.

Northwest Airlines had 30 days from its receipt of the FAA's Civil Penalty Letter to respond to the allegations.

This announcement is made in accordance with the FAA's practice of releasing information to the public on newly issued enforcement actions involving penalties of $50,000 or more.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 71-00
Friday, Sept. 22, 2000
Contact: Marcia Adams
Phone: 202-267-3462

FAA Announces Passenger Facility Charge (PFC) Increase Start Date

WASHINGTON – The U.S. Department of Transportation's Federal Aviation Administration (FAA) today announced that April 1, 2001, would be the earliest start date for new $4 and $4.50 passenger facility charge (PFC) levels.

After thorough consultation with government and industry experts, FAA established the uniform industry-wide start date to give airline ticketing and computer reservations system providers time to implement reprogramming to accommodate the higher level.

"An earlier start date for PFC levels above $3 is not practical because existing airline ticketing and computer reservation systems must be reprogrammed to accommodate fractional dollar levels, higher PFC amounts and other changes introduced by AIR-21," said Woodie Woodward, acting associate administrator for airports.

Once the required programming changes are made, industry also must conduct a testing and validation period to ensure that all programs function properly both independently and in relation to other domestic and international systems.

The April 1 date does not, however, preclude airports from immediately submitting PFC applications or amended applications requesting the authority to collect the higher PFC amount beginning on that date. The FAA will review and rule on applications in advance of the effective date.

These new PFC levels are authorized under the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21), signed into law on April 5, 2000. Prior to AIR-21, the highest authorized PFC level was $3 per enplaned revenue passenger.

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Under the law both before and after enactment of AIR-21, PFCs are imposed based on the number of departures by the passenger, with a maximum imposition of two PFCs, for one-way flights and four PFCs for roundtrip itineraries.

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

FOR IMMEDIATE RELEASE

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September 26, 2000
Contact: Elizabeth Isham Cory
Phone: 847-294-7849

FAA Proposes $126,750 Fine Against Trans World Airlines, Inc.

KANSAS CITY, MO, September 26, 2000 - The Federal Aviation Administration has proposed to assess a $126,750 civil penalty against Trans World Airlines, Inc., (TWA), for failing to perform background record checks on 44 screening personnel at its contract screening company, International Total Services (ITS).

The FAA discovered the violation during a review of screener personnel and training records, and after observing the screeners perform independent screening duties on the job. The 44 screeners were all hired after November 23, 1998.

TWA was notified of the discrepancies on November 23, 1999, and all affected screeners were removed and/or reassigned.

TWA will have 30 days from its receipt of the FAA's Civil Penalty Letter to respond to the allegations.

This announcement is made in accordance with the FAA's practice of releasing information to the public on newly issued enforcement actions involving penalties of $50,000 or more.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 73-00
Tuesday, October 10, 2000
Contact: Kathryn B. Creedy
Phone: 202-267-3462

MEDIA ADVISORY

The Federal Aviation Administration (FAA) and the Cargo Airline Association (CAA) will be demonstrating new applications of Automatic Dependent Surveillance-Broadcast (ADS-B) technology during an open house and flight demonstration on October 30 at the Kentucky Air National Guard facility in Louisville, KY.

ADS-B is a pilot situational awareness tool, giving the cockpit the same or similar information as the controller so the controller and pilot can manage traffic more efficiently together. The Louisville demonstration is designed to test and validate the capabilities of advanced systems and air traffic procedures using ADS-B and GPS technologies, which could enhance flight safety while increasing capacity at hub airports.

The October 30 event, which concludes four days of testing performed as part of FAA's Safe Flight 21 Ohio River Valley trials, is the second in a series of operational evaluations (OpEvals). (www.faa.gov/safeflight21) The data gathered during OpEval-2 supports research into the use of this technology including human factors and operations. It will also provide cost/benefit data as well as a basis for certification.

The October 30 demonstrations will feature the use of ADS-B in:

- Approach Spacing
- Departure Spacing/Clearance
- Surface Situational Awareness

There will be three symposia covering approach and departure spacing as well as the surface applications of ADS-B. There will be equipment exhibits featuring the use of ADS-B. Press will be able to see real-time demonstrations aboard FAA aircraft being used in OpEval-2. There will also be an opportunity to visit the Louisville TRACON, where ADS-B enhancements are being demonstrated on a shadow-mode Common ARTS IIIE terminal automation system. Media will also have the opportunity to interview OpEval-2 participants and may participate in a brief question and answer session following the planned activities.

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Rooms have been reserved in the name of OpEval-2 at the Hyatt Regency in Louisville at a rate of $105 per night beginning October 29. The phone number for the Hyatt is 1-800-233-1234 or 502-587-3434.

Media planning to attend should call Kathryn Creedy, 202-267-3462.

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

FOR IMMEDIATE RELEASE
APA 74-00
October 16, 2000
Contact: Hank Price/Marcia Adams
Phone: 202-267-3462

MEDIA ADVISORY - Commercial Space Transportation Advisory Committee Meeting

WASHINGTON - The Commercial Space Transportation Advisory Committee (COMSTAC), an industry-led group which advises the Federal Aviation Administration (FAA) and Department of Transportation on commercial space transportation issues, will meet Thursday, Oct. 19. The 32nd meeting will take place from 8:00 a.m. to 1:00 p.m., in the Bessie Coleman Conference Center, second floor, FAA Headquarters Building, 800 Independence Avenue, S.W., Washington, DC 20591.

Livingston Holder, newly appointed COMSTAC chair and manager space and launch segment at Boeing, will provide opening remarks at 8:30 a.m. FAA deputy associate administrator for commercial space transportation (AST) Joseph Hawkins, whose office has federal oversight of the nation's commercial space industry, will report on AST activities since the spring COMSTAC meeting.

Other presenters will include:

· Edward "Pete" Aldridge, president and CEO, The Aerospace Corporation, will report on Defense Science Board Task Force study assessing the infrastructure, range safety, and funding requirements for Cape Canaveral Air Station and Vandenberg Air Force Base needed for future military, civil and commercial operations; and
· Colonel Robert Saxer, program director for the Air Force's evolved expendable launch vehicle (EELV) special program office, will provide a status report on the development of the EELV.

A special report highlighting the future management and use of U.S. space launch bases and ranges also will be presented. Presenters will include Colonel Victor Villhard, Richard McCormick, Greg Finley, Al Sofge and Patti Smith, associate administrator for AST.

The meeting is open to the public, but space is limited.

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

FOR IMMEDIATE RELEASE
ASW 21-00
October 23, 2000
Contact: Roland Herwig
Phone: 405-954-7500

FAA Proposes $2.5 Million Civil Penalty for Aircraft Fluid Connector Manufacturer

FORT WORTH -- The Federal Aviation Administration has proposed to impose a $2.5 million civil penalty against an Ohio firm for allegedly making thousands of minor design changes to aircraft hydraulic hose assemblies without reporting them to the agency as required by the manufacturer's quality control system.

The FAA alleges Parker-Hannifin Corp., of Cleveland, Ohio, through its Stratoflex Division, made the changes to its aircraft fluid connectors over a 12-year period without submitting changes quarterly to the FAA. Stratoflex's FAA-approved manufacturing procedures, a part of its quality control system, make these reports mandatory. Stratoflex failed to maintain its quality control system, the FAA alleged.

The FAA further alleged the company failed to report design changes even after being notified by the agency of its failure, and of the agency's intent to investigate Stratoflex for this.

In all, approximately 16,770 minor design changes were not submitted prior to the FAA discovering the failure. In all, 3,103 additional data changes occurred after discovery and before Stratoflex complied with its own quality control system requirement for reporting such changes quarterly.

FAA considers reporting of minor design changes to aircraft parts crucial to a good quality control system.

Parker-Hannifin Corporation has 30 days from receipt of the FAA's enforcement letter to respond to the agency. This announcement is made in accordance with the FAA's practice of releasing information to the public on newly issued enforcement actions involving penalties of $50,000 or more.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 75-00
DATE: Monday, October 30, 2000
Contact: Kathryn B. Creedy
Phone: 202-267-3462

FAA DEMONSTRATES TECHNOLOGY TO ENHANCE SAFETY & CAPACITY

Louisville, KY -- As part of its efforts to develop technologies to enhance the efficiency and safety of the National Airspace System, the Federal Aviation Administration is testing the ability of Automatic Dependent Surveillance-Broadcast (ADS-B) and Global Positioning System (GPS) GPS technologies to improve flight safety while increasing the capacity at hub airports. The latest tests, cosponsored by the Cargo Airline Association, were conducted October 26-28 as part of OpEval-2 in Louisville, KY.

"The FAA is advancing this new technology as one of the logical next steps in the future of flight," said FAA Administrator Jane Garvey. "ADS-B is just one of the new aviation tools that will help us meet the growing passenger and cargo demands on our air traffic system."

ADS-B is a pilot situational awareness tool, giving the cockpit the same or similar information as the controller so the controller and pilot can manage traffic more efficiently together. For the pilot, it can provide a previously unavailable picture of other nearby aircraft. Meanwhile, for controllers, it is able to provide a consolidated picture of the controlled airspace, especially aircraft operating in areas not covered by radar.

The two main objectives for OpEval-2 include evaluating air traffic controller use of ADS-B in the terminal area environment and developing and evaluating avionics and procedural modifications needed to support operational approval for its use. The tests will focus on ADS-B capabilities in improving approach and departure spacing as well as two surface situational awareness applications.

OpEval-2, three consecutive days of testing performed as part of FAA's Safe Flight 21 Ohio River Valley trials, is the second in a series of operational evaluations of emerging technologies. The data gathered during the OpEval-2 tests supports research into the use of this technology, including human factors and operations. It will also provide cost/benefit data as well as a basis for certification and operational approval.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 76-00
Monday, October 30, 2000
Contact: Paul Turk
Phone: 202-267-3463

Media Advisory Boeing Special Technical Audit

WASHINGTON - The Federal Aviation Administration will hold a media briefing to report its findings in Boeing's Special Technical Audit at 1 p.m. today. John Hickey, manager, transport airplane directorate, will conduct the briefing.

The briefing will be in Conference Room 9A-B on the ninth floor of FAA Headquarters, 800 Independence Ave., S.W. The briefing will be on-the-record and cameras will be permitted. Only credentialed media representatives will be admitted to the briefing.

Accredited reporters unable to attend should call regional or national FAA public affairs offices for the telephone number and passcode for the conference.

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FOR IMMEDIATE RELEASE
*

October 30, 2000
Contact: Kathryn B. Creedy
Phone: 202-267-3462

Fact Sheet -- OpEval-2

The Open House
The Federal Aviation Administration (FAA) and the Cargo Airlines Association (CAA) will hold an open house and demonstration of Automatic Dependent Surveillance-Broadcast (ADS-B) applications for improving approach and departure spacing as well as two surface situational awareness applications.

The event takes place at the Kentucky Air National Guard Facility in Louisville, KY, and is the culmination of four days of flight tests. It will include three symposia as well as ADS-B hardware and software technology exhibits. It will also include flight demonstrations as well as limited opportunity to visit the Louisville TRACON, where ADS-B enhancements are being demonstrated in shadow mode.

Background
In 1996, the Cargo Airlines Association launched a program to develop an enhanced collision avoidance system based on ADS-B technology in an effort to create an improved separation tool. The CAA program objectives include:

- Achieve fleet-wide installation of an ADS-B-based Cockpit Display of Traffic Information (CDTI) system for use as a pilot situational awareness tool particularly for See & Avoid. The first operational evaluation launched from this effort occurred in August 1999 and was designed to demonstrate ADS-B technology, evaluate specific air-to-air and air-to-ground applications and to develop wide spread support for ADS-B implementation.
- Achieve a software upgrade to the Phase I system to provide a conflict detection function.
- Achieve a further software upgrade to the Phase II system to provide resolution advisories, resulting in full conflict detection and resolution (CD&R) function.

At the same time, ADS-B was identified as one of two enabling technologies that could facilitate nine National Airspace System (NAS) enhancements that would lead to a much more flexible, efficient, and cost-effective air traffic control system and ultimately result in what is now known as Free Flight (www.faa.gov/freeflight). Free flight will allow pilots and controllers to work together to manage air traffic and will permit pilots to fly the most direct, cost-effective routes, saving airlines and

passengers time and money. The development, evaluation and testing of these enhancements became the task of the Safe Flight 21 program. These enhancements include:
o Weather and Other Information in the Cockpit
o Cost-effective Controlled Flight Into Terrain (CFIT) Avoidance
o Improved Terminal Operations in Low Visibility
o Enhanced See and Avoid
o Enhanced En Route Air-to-Air Operations
o Improved Surface Navigation for the Pilot
o Enhanced Surface Surveillance for the Controller
o ADS-B Surveillance in Non-Radar Airspace
o ADS-B Separation Standards

In the fall of 1999, Safe Flight 21 held a series of meetings with industry to prioritize application of the nine operational enhancements. At that time, the FAA and CAA defined the objectives for the series of operational evaluations to be held in the Ohio River Valley. These objectives included:
o CD&R development
o Approach spacing
o Surface monitoring
o Improved surface surveillance
o Navigation tools for pilots.

These objectives prompted the CAA to prioritize selected applications including:
o Airborne CD&R
o Improved terminal area operations
o Runway incursions
o Surface navigation
o TIS-B

The OpEval-2 Program
OpEval-2 is the second in a series of operational evaluations using ADS-B and GPS technologies to demonstrate and validate the coupling of advanced technologies and air traffic procedures to improve flight safety while increasing capacity at hub airports. While the first operational evaluation tested equipment operability and human factors issues associated with the hardware, OpEval-2 will test how ADS-B can best be used within the airspace, particularly optimizing final approach and departure as well as with surface moving map for surface situational awareness.

OpEval-2 is designed to test four of the nine enhancements of the Safe Flight 21 program. The primary objectives of OpEval-2 include the evaluation of air traffic controller use of ADS-B in the terminal environment and to develop and evaluate avionics and procedural modifications needed to support certification and operational approval for ADS-B.

The four enhancements tested under OpEval-2 include:
o Approach spacing
This application provides pilots with additional cues on the CDTI on the dynamics of the aircraft that the pilot is following to improve safety and efficiency. The cues will occur on visual approach allowing the pilot to make more consistent and efficient visual approaches.
o Departure spacing/clearance
This application addresses the need to achieve minimum spacing on departure, which is currently difficult to accomplish owing to

controller workload, pilot response time and/or limitations in the radar surveillance. The CDTI function in this application will assist pilots in departing and maintaining spacing behind a leading aircraft.

o Runway and final approach occupancy awareness
Designed to allow pilots and ground vehicle operators to see surface traffic on a moving map display, this application identifies ADS-B equipped aircraft and vehicles. The full benefit of ADS-B technology will come with equipage of a majority of aircraft and ground vehicles, increasing the need to find low-cost devices to support voluntary equipage.

o Airport surface situational awareness
This application enhances the pilot's visual situational awareness by displaying an airport map with aircraft, vehicle and obstacle positions based on ADS-B.

The tests include the use of commercial, private and government aircraft. Included are three FAA aircraft from its William J, Hughes Technical Center in Atlantic City. Some 14 other cargo and aviation industry aircraft will also be participating in the demonstration.

The tests will result in a final report focussing on human factors and operational issues, which should be available in three to four months.

The Technologies
ADS-B is a pilot situational awareness tool, giving the cockpit the same or similar information as the controller so the controller and pilot can manage traffic more efficiently together. It is one of two enabling technologies being tested under Safe Flight 21. The other technology is Traffic Information Services-Broadcast (TIS-B).

It provides the means for air and ground vehicles to broadcast and receive ADS-B messages via a digital data link containing information such as: aircraft or vehicle identification, position, altitude, velocity and direction. On board aircraft, ADS-B information will be displayed on a multifunction display such as a Cockpit Display of Traffic Information (CDTI).

ADS-B can also be used to provide air traffic controllers a consolidated picture of the controlled airspace, especially aircraft operating in areas not covered by radar. The information provided to controllers will be more frequently updated than that provided by other surveillance equipment. The addition of TIS-B, later in the program, can be used to put information on traffic and other data available on the ground into the cockpit. As a result, enhancements to be demonstrated by the Safe Flight 21 program have the potential to significantly increase flight safety, system capacity, and overall efficiency of flight operations.

TIS-B gathers aircraft and vehicle surveillance data from air traffic control surveillance systems, processes the data (using filtering), and then transmits the data in a one-way broadcast to interested aviation users to enhance safety and increase efficiency of operation.

The Equipment
ADS-B technology offers the most significant gains in safety, efficiency and capacity when equipage is universal. In order to achieve this, numerous flight activities are designed to allow

general aviation and industry to gain a first-hand understanding of its benefits. In addition, several avionics manufacturers will be flying airborne test beds to further ADS-B application research and development work. A primary objective of the program is to assist the development of low-cost devices that would encourage users to equip voluntarily.

Airborne
Cargo Airline Association will purchase, equip and maintain the avionics for their revenue aircraft and conduct operational and in-service evaluations of selected free flight operational enhancements. CAA efforts will also provide information to RTCA and the Safe Flight 21 program in order to identify and document operational benefits. For its part, the CAA is working toward the fleet-wide approval of enhanced see and avoid application.

The Cockpit Display of Traffic Information (CDTI) provides pilots a precise view of traffic around them, both in the air and on the ground. Using the CDTI, pilots can instantly determine the position, direction, speed and identity of other equipped aircraft, enhancing safety. Software tools on the CDTI can provide pilots with the ability to maintain precise spacing relative to other aircraft and can provide an alert when the potential exists for conflicts with other traffic.

Ground
In addition to equipping its own aircraft, FAA has purchased and installed, and will maintain a ground system for OpEval-2 in Louisville, KY. A ground receiver is installed at the Louisville facility to receive data from OpEval-2 participating aricraft and ground vehicles. That data will be provided to a Shadow ARTS system for display in the Louisville TRACON. The Shadow ARTS is programmed to depict ADS-B targets linked with ASR-9 radar targets. The FAA will collect data from this system and from FAA aircraft to be used in the evaluations and to support user requests to use these enhancements if supported by OpEval data.

Ultimately, as the Ohio Valley evaluations progress, ADS-B and radar target data will be made available to equipped aircraft to enable the pilot to see both ADS-B and radar targets on a multifunction display. In addition, the multifunction display will be able to receive selected broadcast information, such as weather maps, special use airspace status and wind shear alerts.

Louisville ATC TRACON
In order to evaluate the potential safety and efficiency benefits possible through ADS-B technology, two Safe Flight 21 displays, in shadow mode, will be installed in the Louisville TRACON. The shadow system will present flight plan and track data in the ARTS-IIIE format and will operate as loosely coupled Safe Flight 21 display. It will allow controller manipulation of range, offset, selected codes and readouts.

The Safe Flight 21 display is expected to familiarize controllers with ADS-B capabilities compared to conventional radar by examining its general performance in tracking aircraft through turns and in vectoring traffic more precisely. Human factors personnel will be evaluating the display usage including its impact on workload as well as the effectiveness of colors and symbols.

Other OpEvals

The CAA and FAA are working with other government/industry representatives. A third operational evaluation in late Spring 2001 in Memphis, TN, will focus on enhancing existing surface surveillance with ADS-B. With CAA partners, the FAA will also be looking at methods of enhancing airport surface management with better coordination and communication between surface traffic operations within airlines, air traffic control and airport operators.

In July 1999, in its first Safe Flight 21 operational evaluation, the FAA and CAA joined to conduct OpEval-1, which tested the operation and human factors issues of the hardware. It was designed to evaluate specific air-to-air and air-to-ground ADS-B applications; and to develop wide-spread support for ADS-B implementation.

OpEval-2 goes far beyond OpEval-1 since it evaluates equipment capability for advanced applications of ADS-B, specifically, optimizing final approach and departures and surface moving maps for airport situational awareness.

Demonstrations during OpEval-1, conducted in Wilmington, OH, included a series of high and low altitude flight maneuvers consisting of multiple aircraft types, avionics platforms and an government/industry ground station configuration. The specific enhancements included:
o Enhanced visual acquisition for See and Avoid
o Enhanced visual approaches
A complete report on OpEval-1 is available at http://www.faa.gov/safeflight21.

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FOR IMMEDIATE RELEASE

APA 76-00
October 30, 2000
Contact: Paul Turk
Phone: 202-267-3463

Media Advisory Boeing Special Technical Audit

WASHINGTON - The Federal Aviation Administration will hold a media briefing to report its findings in Boeing's Special Technical Audit at 1 p.m. today. John Hickey, manager, transport airplane directorate, will conduct the briefing.

The briefing will be in Conference Room 9A-B on the ninth floor of FAA Headquarters, 800 Independence Ave., S.W. The briefing will be on-the-record and cameras will be permitted.
Only credentialed media representatives will be admitted to the briefing.

Accredited reporters unable to attend should call regional or national FAA public affairs offices for the telephone number and passcode for the conference.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 77-00
Monday, October 30, 2000
Contact: Henry J. Price
Phone: 202-267-3462

Final Rules Achieved for Commercial Space Transportation

WASHINGTON -- The Federal Aviation Administration (FAA) Associate Administrator for Commercial Space Transportation Patricia Grace Smith today announced that the FAA achieved a milestone recently with publication in the *Federal Register* of a final rule governing licensing and safety requirements for the operation of a launch site. This regulation outlines who must obtain a commercial launch site operator's license, sets application requirements and delineates licensee responsibilities.

This rule builds on recent rulemakings that govern operation of reusable launch vehicles (RLVs) and reentry and recovery of RLVs and reentry vehicles, as well as a companion rule covering the financial responsibility requirements, such as insurance, for licensed reentry activities.

"I am so pleased to have completed this rulemaking agenda in a timely and efficient manner," said Smith. "These historic rulemakings pave the way for the next generation of commercial space transportation vehicles."

The three rules complete the process of establishing the FAA's regulatory oversight authorized by congressional legislation passed in 1998 that gave the FAA responsibility for licensing and regulating reentry of returning space vehicles and reentry sites. Prior to that, the Commercial Space Launch Act had provided authority only over the launching of commercial launch vehicles, not their return to Earth. The expanded authority was needed to bring the return under the safety regulatory regime of the FAA.

Development is now under way on a variety of RLVs designed to be launched into space, carry out their missions, and return intact to Earth, much as airplanes do. These development programs are designed to make access to space less costly and more reliable, opening space to expanded human uses.

- more -

These rules are also notable for the speed with which they were developed. Meeting a six-month deadline imposed by Congress for the publication of the Notice of Proposed Rulemaking on RLVs was the first step in the process. The second step was getting the three final rules completed before the end of Fiscal Year 2000, as Associate Administrator Smith had committed to congressional authorizers. This final rule was completed before the Sept. 30 deadline, but publication in the *Federal Register* was held up by the year-end rush of rules, announcements and other notifications arriving at the publication.

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FOR IMMEDIATE RELEASE
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October 30, 2000
Contact: Kathryn B. Creedy
Phone: 202-267-3462

Fact Sheet -- Louisville Terminal Radar Approach Control (TRACON)

The Louisville TRACON, in Louisville, Kentucky, is one of 173 Federal Aviation Administration radar approach facilities nationwide that provide air traffic services for aircraft arriving and departing from an airport terminal area, normally extending to a radius of about 30 miles around an airport.

The Louisville TRACON is located next to the Louisville International Airport in the Louisville Air Traffic Control Tower (ATCT), which monitors arriving and departing aircraft on runways and other surface areas of the airport. Two separate computer complexes perform the dual functions at the facility.

Airspace
The Louisville TRACON controls approximately 10,000 square miles of airspace. It shares common boundaries with four FAA facilities (the Memphis and Indianapolis Air Route Traffic Control Centers, Lexington Approach, Cincinnati Approach and Evansville Approach) as well as one military facility (Godman Army Airfield).

Operations
Air traffic controllers at the Louisville TRACON handle about 1,000 daily aircraft operations. In 1999, the TRACON handled over 300,000 operations. Its control room can accommodate up to 10 operational positions.

Power Generation
The Louisville TRACON is capable of generating its own electrical power for extended periods of time. It has a battery backup power system that enables the facility to go from commercial to engine generator power seamlessly and smoothly. The last quarterly generator check was made in this month.

Staffing
The Louisville TRACON staff consists of 87 people. Twenty four are assigned to Airway Facilities, including 19 system specialists who maintain and certify the equipment at the facility. In addition, 54 controllers and nine management, supervisory and support personnel are assigned to Air Traffic. They provide 24-hour coverage at the facility, 365 days a year.

Air Traffic Control Computer Systems
The Common Automated Radar Terminal System (ARTS) IIIE

being used to support Op Eval-2 is a radar computer system that helps air traffic controllers track and direct aircraft in the airspace surrounding an airport. The ARTS helps accomplish tasks automatically that were originally performed manually.

The Louisville ATCT has two Digital Bright Radar Indicator Tower Equipment (DBRITE) systems that provide tower controllers with a visual display of the airport radar/beacon signals and data received from the ARTS. The DBRITE is a high-intensity display that can be seen by the tower controller even in bright daylight. It provides the tower controller with an air traffic control tool that displays important aircraft position, identification, radar beacon, and weather information.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 78-00
Monday, October 30, 2000
Contact: Paul Turk
Phone: 202-267-3462

FAA Spells Out Boeing Audit Resolution Path

WASHINGTON – The Federal Aviation Administration (FAA) said the Boeing Company has initiated both short- and long-term measures to correct production deficiencies uncovered during a Special Technical Audit of the company earlier this year.

The FAA found no immediate safety issues related to Boeing's design and manufacturing processes in the audit. However, following the audit, Boeing has worked with FAA to address all production-related findings and to tighten internal and external controls to ensure that products conform to their approved design.

Boeing has added inspectors at its suppliers' facilities; instituted self-audits in its own facilities; increased the size of the staff assigned to inspect individual airplanes for compliance and conformance; and set up a compliance board to review changes on every airplane.

In addition, both the FAA and Boeing have agreed to a long-term plan to fix systemic issues identified by the audit. The plan also covers Boeing's suppliers.

"The Audit Resolution Plan contains immediate corrective actions to fix specific, localized deficiencies; additional actions for continued delivery of complying and conforming airplanes; and systemic process improvements necessary to fix deep-rooted system deficiencies," said John Hickey, manger of FAA's Transport Aircraft Directorate. "This approach not only addresses the specific problems, but also the underlying conditions leading to those problems."

The Special Technical Audit was ordered after Boeing had a series of production problems in 1999. The audit was to determine whether the difficulties were isolated events or indicated problems in Boeing's design and manufacturing systems.

FAA and Boeing also instituted a root cause analysis to look for systemic problems in development of work instructions, development and implementation of engineering changes, supplier oversight and production processes and procedures.

FAA said the lessons it has learned during the audit will enable it to improve its oversight of all manufacturers.

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