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

FOR IMMEDIATE RELEASE
APA 01-01
January 8, 2001
Contact: Marcia Adams
Phone: 202-267-3462

FAA Selects Gray Army Airfield, March Inland Port and Mather Airport for Military Airport Program

WASHINGTON - The U.S. DOT's Federal Aviation Administration (FAA) today selected Gray Army Airfield (AAF) in Killeen, Texas; March Inland Port, Riverside, Calif.; and Mather Airport, Sacramento, Calif., to participate in the Military Airport Program (MAP).

MAP, a set-aside of the Airport Improvement Program (AIP), provides financial assistance to the civilian sponsor of military airfields being converted to, or that have been converted to, civilian or joint-use airfields. The selections were made pursuit to authority granted in the Wendell H. Ford Aviation and Investment Reform Act for the 21st Century (AIR-21) which increased the total number of airports to participate in the MAP from 12 to 15, including one general aviation airport authorized to receive MAP funding.

"Converting military airfields to civilian use enhances airport system capacity and reduces flight delays," said Woodie Woodward, acting associate administrator for airports.

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

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

Gray AAF, a joint use airport, will provide a larger airport for regional jets serving the Killeen, Temple and Fort Hood areas of Texas with a 10,000-foot runway.

March Inland Port, a joint use airport with the Air Force Reserve, has a 13,000-foot runway, the second longest runway in California. Mather Airport, a former navigator training Air Force Base, is a cargo airport with 11,300 and 6,000-foot runways. Decisions on levels of funding for the three airports will be made in the near future.

The following airports also are part of MAP: Rickenbacker Airport, Columbus, Ohio; Pease International Tradeport, Portsmouth, N.H.; Myrtle Beach Airport, Myrtle Beach S.C.; Cecil Field, Jacksonville, Fla.; Sawyer Airport, Marquette County, Mich.; Chippewa County Airport, Sault Ste. Marie, Mich.; Southern California International Airport, Victorville, Calif.; and Alexandria International Airport, Alexandria, La.

Also, a Federal Register notice will be published in the next several weeks requesting eligible candidates to submit new applications to fill four vacant slots in the MAP, which were created when four previously designated airports graduated from the MAP in fiscal year 2000.

For information concerning participation in the MAP, airport sponsors should contact their respective FAA airport divisions for program coordination.

###

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

---

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

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

FOR IMMEDIATE RELEASE
APA 02-01
January 12, 2001
Contact: Paul Takemoto
Phone: 202-267-3462

FAA Gives Bahamas IASA Rating of Category 2

WASHINGTON- The Federal Aviation Administration (FAA) today announced that the Bahamas 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 Bahamas was previously rated Category 1.

The government of the Bahamas has indicated its desire to correct the issues identified as a result of the FAA assessment. Some progress has been made, and they are taking important steps toward correcting those issues. The FAA will remain engaged with the civil aviation authority of the Bahamas and will schedule a reassessment when it receives information that all issues have been corrected.

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.

###

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

---

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

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

FOR IMMEDIATE RELEASE
APA 03-01
January 17, 2001
Contact: William Shumann
Phone: 202-267-3883

Peacock to Head FAA Air Traffic Service

WASHINGTON - Federal Aviation Administration (FAA) Administrator Jane F. Garvey has named Bill G. Peacock as the new director of the Air Traffic Service. He is responsible for managing the safe and efficient flow of air traffic - airline, private and military - throughout the United States. Peacock directs a workforce of 24,000 that includes 20,000 air traffic controllers who staff 352 airport control towers, 185 terminal radar control facilities, 21 enroute air traffic centers, and 75 flight service facilities.

Peacock succeeds Ronald E. Morgan, who has directed the Air Traffic Service since August 1996. Morgan is retiring after a 32-year career with the FAA.

"Bill Peacock will provide the leadership the Air Traffic Service needs as it faces continuous growth in air travel and growing congestion at some major airports," FAA Administrator Jane F. Garvey said.

Peacock began his FAA career as a controller in the Lubbock, Texas control tower in 1973. Since last February, he served as program director for Air Traffic Tactical Operations, where he was responsible for the daily flight operations in the National Airspace System. The FAA's Air Traffic Control System Command Center in Herndon, Virginia, reported to Peacock, and he had a major role in developing and implementing the Spring/Summer 2000 effort, in which the FAA and airlines work together to mitigate the effects of aviation delays. Earlier, he was the air traffic division manager in the FAA's New England Region, where he led 1,000 employees and managed an annual budget of more than $90 million.

A graduate of Embry Riddle Aeronautical University, Peacock has also attended the Kellogg Executive Program and the Federal Executive Institute. He is a private pilot with an instrument rating.

###

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

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

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

FOR IMMEDIATE RELEASE

APA 04-01
February 27, 2001
Contact: Henry J. Price
Phone: 202-267-8521

MEDIA ADVISORY - 26th Annual Commercial Aviation Forecast Conference

WASHINGTON -- The 26th Annual Federal Aviation Administration (FAA) Commercial Aviation Forecast Conference will held be in Washington, D.C., from 8 a.m. to 5 p.m. on Tuesday, March 13 and on Wednesday, March 14 from 8 a.m. to 12 noon. The theme of this year's conference is "Global Growth Opportunities for the New Millennium" and is held in conjunction with the agency's annual release of its FAA Aerospace Forecasts Fiscal Years 2001-2012.

Conference activities will be at the Washington Convention Center, 900 9th St., N.W. The two-day event will begin with a welcome to attendees by FAA Administrator Jane F. Garvey and an administration keynote by Secretary of Transportation Norman Y. Mineta. The luncheon speaker on the first day will be Leo Mullin, chairman and chief executive officer of Delta Air Lines. The luncheon will run from 12 noon to 1:30 p.m. Discussion panels on the morning of the first day will examine aviation's "Global Outlook" and "Supply Issues/Constraints to Growth." Afternoon panels on day one will focus on "Growth Opportunities in North America" and "Global Growth Opportunities."

Day two of the conference will be four concurrent break-out panels focusing on air carrier passengers, regional/commuter airlines, air cargo, and airports.

The event is co-sponsored by the FAA and Airports Council International-North America (ACI-NA) and traditionally attracts 400 to 500 individuals from the aviation and investment communities, government, and others from around the world. Members of the media may attend the entire event. Those not in the media can obtain more information regarding the conference by calling (202) 267-3355. A website is also available for more information regarding the event at: http://api.hq.faa.gov/Conference/Conference2001/agenda01.htm. Attached is a more detail schedule of the conference.

###

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

26th Annual FAA Commercial Aviation Forecast Conference

March 13-14, 2001

Tuesday, March 13, 2001

FAA Welcome and Administration Keynote (8:00 a.m. to 8:30 am)
FAA Administrator Jane F. Garvey
Secretary of Transportation Norman Y. Mineta

Panel 1: Global Outlook (8:30 a.m. to 10:00 a.m.)
Moderator Louise Maillett, Acting Assistant Administrator for Policy, Planning, and International Aviation, FAA

WORLD ECONOMIC OUTLOOK-Nariman Behravesh, chief international economist, DRI/McGraw Hill

FAA AVIATION FORECASTS-John Rodgers, director, Aviation Policy and Plans, FAA

FUTURE MARKET OUTLOOK AND OPPORTUNITIES-Randolph Baseler, vice president, Marketing, Commercial Airplanes, The Boeing Co.

Panel 2: Supply Issues/Constraints to Growth (10:15 a.m. to 12:00 noon)
Moderator Nan Shellabarger, deputy director, Office of Aviation Policy and Plans,FAA

U.S. AIR TRAFFIC DEMAND, CAPACITY, ECONOMIC AND POLICY ISSUES- Richard Golaszewski, executive vice president, GRA, Inc.

EUROPEAN AIR TRAFFIC CONTROL DELAYS AND MODERNIZATION-George Paulson, director, European Capacity Planning, Eurocontrol

ENVIRONMENTAL NOISE ISSUES-Gerald Baliles, Coalition for a Global Standard on Aviation Noise, c/o Hunton & Williams

PILOT SHORTAGES-Kit Darby, president, AIR, Inc.

Luncheon (12:00 noon to 1:30 p.m.)
Leo Mullin, chairman and chief executive officer, Delta Air Lines

Panel 3: Growth Opportunities in North America (1:30 p.m. to 3:00 p.m.)
Moderator Roger Schaufele, industry economist, FAA

DIFFICULTIES OF SUCCEEDING AS A NEW START-UP CARRIER-Michael Conway, chairman of the board, president, and CEO, National Airlines

REGIONAL JETS AND THE GROWTH OF TRANSBORDER CANADIAN TRAFFIC- Adrian Wijeyewickrema, manager, Product Innovation, Air Canada

E-COMMERCE AND ITS IMPACT ON FUTURE AVIATION DEMAND-Lorraine Sileo, vice president, Information Services, PhoCusWright

Panel 4: Global Growth Opportunities (3:30 p.m. to 5:00 p.m.)
Moderator Peter LeBoff, Industry Economist, FAA

DUPLICATING THE SOUTHWEST MODEL SUCCESSFULLY IN EUROPE - Michael O'Leary, chief executive, Ryanair

GROWTH OPPORTUNITIES IN LATIN AMERICA-Enrique Cueto, CEO, LanChile Airlines

POTENTIAL CARGO GROWTH IN CHINA-Bill Langham, managing director, Competitive Market Analysis, Federal Express Corp.

Day 2: Wednesday, March 14, 2001

8:00 a.m. to 12:00 noon (Four Concurrent Break-Out Panels)
I. AIR CARRIER PASSENGERS, Moderator Paul Mifsud, vice president, Government and Legal Affairs, USA, KLM-Royal Dutch Airlines

II. REGIONAL/COMMUTERS, Moderator Doug Abbey, president, AvStat Associates, Inc.
REGIONAL JETS

III. AIR CARGO, Moderator Steve Alterman, president, Cargo Airline Association

IV. AIRPORTS, Moderator Leonard Ginn, Senior Vice President, Economic and Associate Affairs, ACI-NA

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

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

FOR IMMEDIATE RELEASE
APA 05-01
March 2, 2001
Contact: Les Dorr, Jr.
Phone: 202-267-3462

FAA Proposes Actions on In-Flight Entertainment Systems

WASHINGTON -- The Federal Aviation Administration (FAA) today proposed 14 airworthiness directives (ADs) that would ensure flight crews have the ability to shut off in-flight entertainment systems on several transport aircraft models when necessary. An extensive review of current in-flight entertainment systems revealed that these systems can remain powered despite current flight crew procedures.

Under today's proposals, operators would have to deactivate or modify the entertainment system, revise crew procedures for removing power from the system, or remove it from the airplane entirely. The options available to comply with the AD differ among affected operators depending on how their aircraft are configured. Compliance with the AD could affect the availability of in-seat passenger audio and video services.

Operators would have 18 months from the date the rule is final to take whatever action is appropriate for the aircraft in their fleet. These proposed ADs will remain open for comment until April 16 (April 2 for the Airbus A340-211).

The actions specified by these proposed orders are intended to assure the crew's ability to remove power from the entertainment system during unusual or emergency situations. The FAA proposed these ADs after its review of current in-flight entertainment systems that were added to certain aircraft models as aftermarket modifications. The review indicated one or more of the following conditions could exist:

-- The entertainment system cannot be turned off without removing power from other required systems.

-- The entertainment system can only be deactivated by pulling circuit breakers.

-- Procedures for deactivating the entertainment system are not available to the flight crew.

The 14 proposed ADs would apply to at least 74 U.S.-registered aircraft. Affected models include the Boeing 737-300 and -700, 747-100, -200, -400 and SP, 757-200, 767-200, -300 and -300ER, DC-9-51, MD-83 and DC-10-30, and the Airbus A340-211.

Primary operators of these aircraft are American Airlines, Continental Airlines and Hawaiian Airlines. Estimated cost to comply with the proposed ADs ranges between zero (for simply leaving the system turned off during flight) and $170,533 per aircraft (for extensive modifications).

The FAA also is developing four more similar ADs that affect some other aircraft models. The agency will publish these proposals in the Federal Register at a later date.

These proposed ADs are unrelated to the Swissair 111 accident that occurred off Nova Scotia in September 1998. The Canadian Transportation Safety Board has not yet determined the cause of that accident.

The 14 proposed airworthiness directives are available in the Federal Register at:
http://www.access.gpo.gov/su_docs/aces/aces140.html

###

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

---

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

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

FOR IMMEDIATE RELEASE

-

March 2, 2001
Contact: Allen Kenitzer
Phone: 425-227-2015

Fact Sheet: FAA Actions Following Seattle Earthquake

Federal Aviation Administration emergency response teams are working around the clock to complete restoration of air traffic services at Seattle-Tacoma International Airport following the evacuation of the control tower cab which sustained significant earthquake damage Wednesday, Feb. 28, at 10:55 a.m., PST.

After the control tower was evacuated, temporary communications were reestablished at a local hangar on the airfield using emergency backup communications equipment. A temporary portable tower from Auburn, WA was delivered and the Seattle Port Authority installed power and telephone circuits. After runway surveys determined surface damage to be minimal, operations resumed at 8:30 p.m. with three positions available to communicate with aircraft.

Boeing Field's control tower cab was also evacuated and sustained cracked and shattered windows and possible structural damage. Structural engineers are evaluating it. After it was evacuated, air traffic operations were relocated to the fire station tower using emergency communication equipment. Limited air traffic operations resumed at 5:45 p.m. using runway 31L.

The Seattle Air Route Traffic Control Center -- handling high altitude flights -- temporarily operated on backup engine generators without service interruption. Normal service was returned at 4 p.m.

A terminal radar approach control facility temporarily operated from Seattle Air Route Traffic Control Center until the fire department and Port Authority declared it safe. It was reoccupied at 2 p.m. and resumed control of the airspace at 2:40 p.m.

Additional actions taken and underway include:

- The Seattle-Tacoma airport portable tower will be raised and placed on supports to provide better line of sight
- Approach light system and instrument landing system monitoring/control equipment will be installed where needed
- Sample air tests for asbestos release were negative at Seattle Air Route Traffic Control Center
- The U.S. Coast Guard deployed a C-130 aircraft to transport FAA emergency operations staff, fiber cable and two emergency communications vans equipped with telecommunication and radio

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 6-01
Tues., March 13, 2001
Contact: Henry J. Price
Phone: 202-267-3462

Report Predicts Air Passengers at One Billion in 10 Years -- Mineta Calls on Aviation Leaders to Meet the Challenge

WASHINGTON – At the Federal Aviation Administration's (FAA) 26th Annual Commercial Aviation Forecast Conference today, U.S. Secretary of Transportation Norman Y. Mineta discussed with aviation leaders the challenges facing an air transportation system that continues to expand rapidly into the new millennium. The secretary based his remarks on *FAA Aerospace Forecasts Fiscal Years 2001-2012,* which, released today, predicts annual U.S. passenger levels to soar to more than one billion by 2010.

"Commercial aviation will continue its tremendous growth rate over the next decade, further underscoring our nation's reliance on this vital form of transportation," Secretary Mineta said. "Of course, guaranteeing the safety of the travelling public is and always will be our number-one responsibility. However, working together to close the gap between demand and the capacity of our transportation infrastructure is a central challenge for us in the aviation community."

The FAA forecast is released annually and provides a statistical prediction of aviation levels over the next 12 years. The report provides extensive historical and forecasting data for commercial air carriers, regional/commuter airlines, general aviation, the military, and cargo airlines.

According to FAA predictions, the total number of domestic passengers on U.S. air carriers is expected to increase from 604.1 million in 2000, and grow 3.6 percent per year to 927.4 million passengers in 2012. In addition, U.S. air carrier international enplanements are projected to increase from 54.6 million in 2000 to 108.4 million in 2012, a growth of 5.9 percent each year for continued total annual enplanement levels well over the one billion mark. Furthermore, the nation's fleet of large air carrier jets with 60 or more seats is expected to grow from 4,417 aircraft in 2000 to 6,313 aircraft in 2012, an annual increase of 3 percent.

- more -

Outpacing the large air carriers, regional commuter airline enplanements are forecast to increase from 79.6 million in 2000, and grow 5.7 percent a year, reaching 154.1 million in 2012. The most stunning growth rate is projected to occur in the regional jet fleet, with an expected rise from 569 aircraft in 2000 to 2,190 aircraft in 2012, an annual increase of 11.9 percent.

The cargo fleet is also expected to increase from 1,073 aircraft in 2000 to 1,760 aircraft in 2012, an increase of 4.2 percent a year.

It is projected that aircraft operations at FAA air traffic control centers that handle en-route operations will increase from 46 million in 2000 to 61.7 million in 2012. Given the projected increases over the next 12 years, the FAA is working with the aviation industry to develop a comprehensive plan of action that will provide solutions to both near- and long-term capacity challenges.

FAA Administrator Jane F. Garvey, who introduced Secretary Mineta at the agency's forecast conference, said, "The FAA is aggressively taking on the challenges of addressing our expanding airspace system needs for both the long and short term. However, to be successful in this undertaking, we must continually work with the airlines, the airports, and the entire aviation community. Partnership is key."

The FAA's efforts to modernize the air traffic control system include replacement of new computer systems and software at its facilities, programs to unleash the benefits of satellite navigation, development of equipment on board aircraft to increase critical flight and weather information for pilots, as well as programs to provide operators maximum flexibility to fly more timely and fuel-efficient routes.

To obtain a copy of the FAA forecast report, members of the public can contact FAA's Statistics and Forecast Branch at (202) 267-3355. The media can contact FAA's Office of Public Affairs at (202) 267-3883.

###

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
APA 07-01
March 15, 2001
Contact: Marcia Adams
Phone: 202-267-3462

MEDIA ADVISORY

WHO: Federal Aviation Administration (FAA)

WHAT: Public meeting on Niagara Falls International Airport privatization application

WHEN: Monday, March 19, 2001

WHERE: Niagara County Community College Auditorium
3111 Saunders Settlement Road
Sanborn, N.Y.

TIME: 7 p.m.

NOTE: Individuals wishing to speak at the public meeting also may submit written comments since each speaker will have limited time. The FAA's 60-day comment period began March 5 and ends May 4. Written comments must be marked "Docket No. 28895" and four copies submitted to the: Federal Aviation Administration, Office of Chief Counsel, Attention: Rules Docket (AGC-200), Docket #28895, 800 Independence Avenue, S.W., Washington, D.C.

###

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

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

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

FOR IMMEDIATE RELEASE
APA 8-01
March 19, 2001
Contact: Alison Duquette
Phone: 202-267-3462

U.S. Airlines Install Fire Detection and Suppression Systems

WASHINGTON--Jane F. Garvey, administrator of the U.S. Department of Transportation Federal Aviation Administration (FAA), today announced that U.S. airlines have complied with today's deadline to retrofit commercial airplanes with both fire detection and suppression systems.

"Our commercial fleet now has this important equipment on board, making aviation even safer," said Garvey.

Most wide-body passenger airplanes already had fire detection and suppression systems in inaccessible cargo compartments. The FAA's Feb. 17, 1998 final rule required that the remainder of the passenger fleet be retrofitted within three years. In addition, approximately 300 all-cargo airplanes were required to have detection systems and means to shut off airflow to the cargo compartment.

Out of the 3,483 airplanes affected by the FAA's rule, 3,154 will have been retrofitted by the end of today. A total of 264 airplanes that will remain in maintenance until the installation work is complete. Some operators have either made business decisions not to operate some aircraft or cannot meet the deadline, leaving 65 airplanes on the ground. The FAA does not foresee any overall disruption to passenger service.

The FAA granted a 90-day exemption to Pacific Island Aviation for the operation of three Shorts SD3-60 airplanes that provide essential air service in the Mariana Islands between Rota, Tinian, Saipan and Guam. In the interim, these aircraft are equipped with smoke detectors and hand-held fire extinguishers. An exemption was also granted to Freedom Air for the operation of one Shorts SD3-30 in the same region. Freedom Air's airplane also has detection and manual suppression. All other requests for exemptions were denied.

The total life-cycle cost to retrofit the fleet is estimated at $300 million. The lifetime cost per aircraft is approximately $90,000.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 09-01
Thursday, March 22, 2001
Contact: Alison Duquette, FAA (202-267-3462)
Diana Cronan, ATA (202-626-4172)
Cassandra Bosco, NBAA (202-783-9362)

Media Advisory: Safer Skies Aviation Safety Expo

WASHINGTON – The Federal Aviation Administration (FAA) will host a Safer Skies Aviation Safety Expo on Tuesday, March 27. This joint government/industry event is open to the media and will include displays demonstrating safety advances promoted by the group. Speakers will address the United States' progress toward reducing aviation accidents for both general and commercial aviation.

Who:

- Norman Y. Mineta, U.S. Secretary of Transportation (3:00 p.m.)
- Jane F. Garvey, Administrator, Federal Aviation Administration (1:00 p.m.)
- Carol B. Hallett, President and Chief Executive Officer, Air Transport Association of America, Inc. (1:00 p.m.)
- Edward M. Bolen, President and Chief Executive Officer, General Aviation Manufacturers Association (1:00 p.m.)

When:

1:00 p.m. to 4:00 p.m.
The display area will be open from noon to 1:00 p.m. and again from 3:00 p.m. to 4:00 p.m. The speakers will address the audience beginning at 1:00 p.m.

Where:

The Washington Court Hotel, 525 New Jersey Avenue, NW, Washington, D.C. (Atrium Ballroom).

###

An electronic version of this 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
APA 10-01
March 27, 2001
Contact: A. Duquette,FAA/M. Wascom,ATA/C. Bosco,NBAA
Phone: 202-267-3462,FAA/202-626-4172,ATA/202-783-9362NBAA

United States Moves Closer to Accident Reduction Goal

WASHINGTON - Three years into a 10-year plan to reduce aviation accidents, government and industry safety experts today reported that their data-driven Safer Skies approach is on a steady course toward preventing both commercial and general aviation accidents. The plan has already produced 13 actions that are being used in day-to-day commercial operations to prevent some of the leading causes of accidents.

As part of Safer Skies, the Commercial Aviation Safety Team (CAST) is well on its way toward implementing safety interventions for two leading causes of commercial accidents: controlled flight into terrain (CFIT) and uncontained engine failures. CAST has developed intervention strategies for approach and landing accidents and is beginning the implementation phase. Government and industry CAST participants continue to develop intervention strategies for runway incursions, loss of control, and weather. These are the leading causes of commercial aviation accidents based on an in-depth CAST analysis process.

"These initiatives are more like base hits than home runs, but as all baseball fans know, a lot of base hits can produce a lot of runs and win the game," said Capt. Edmond Soliday, vice president for corporate safety, quality assurance and security at United Airlines and CAST co-chair.

In 1997, a group of industry associations, aerospace companies, and pilot unions came together in an effort to reduce the U.S. commercial aviation fatal accident rate by 80 percent by 2007. NASA, which does substantial aviation safety research, also joined the group. Recognizing that cooperation is essential to enhancing safety, the group agreed in June 1998 to merge their efforts with the commercial aviation portion of the broader Safer Skies plan developed by the U.S. Department of Transportation Federal Aviation Administration (FAA). That effort operates under CAST. Safer Skies' general aviation component uses a team similar in structure to CAST that aims to eliminate an entire year's worth of general aviation accidents. A third team has already addressed cabin safety-related issues.

"Although commercial and general aviation accident patterns are quite different, we know that the Safer Skies approach is the right way to reduce accidents for both industry segments," said Nick Lacey, director, FAA's Flight Standards Service and CAST

co-chair. "Top-level buy-in from operators, manufacturers and the government gets results faster."

Both the commercial and general aviation teams use working groups for in-depth analysis of the top accident categories. They then develop "intervention strategies" to reduce such accidents. Additional working groups then prioritize and coordinate the plans for implementing those strategies.

The General Aviation Joint Steering Committee has completed analyses for CFIT and weather-related accidents. Intervention strategies differ from those being implemented for commercial aviation due to the unique general aviation operating environment. The general aviation team is currently working on improving low-altitude procedures and awareness training to prevent CFIT accidents. Improved weather information and training, as well as better low-altitude procedures and synthetic vision technology are being developed to prevent weather-related accidents. Other areas under analysis include pilot decision-making, loss of control, survivability and runway incursions.

"Safer Skies is an efficient framework for combining the resources of the entire aviation community and building upon general aviation's ongoing safety programs," said Jack Olcott, president of the National Business Aviation Association and co-chair of the General Aviation Joint Steering Committee. "Using Safer Skies' data-driven approach toward accident analysis, the general aviation community is expanding a culture of safety and is developing meaningful programs to enhance overall safety for private and non-scheduled commercial operations."

One of the benefits of the Safer Skies plan is that industry is voluntarily implementing agreed-upon recommendations. For example, airlines are using improved inspection methods to prevent uncontained engine failures and are incorporating improved training, new standard operating procedures and technology to prevent CFIT accidents.

Key players in aviation safety participate on the CAST and general aviation teams. Government members include the FAA, NASA and the Department of Defense. Industry members include the Aerospace Industries Association, Airbus Industries, Air Transport Association, Aircraft Owners and Pilots Association, Boeing, Experimental Aircraft Association, Flight Safety Foundation, General Aviation Manufacturers Association, Helicopter Association International, National Air Carrier Association, National Air Transport Association, National Business Aviation Association, Pratt & Whitney (also representing General Electric and Rolls-Royce) and the Regional Airline Association. Employee groups include the Allied Pilots Association, Air Line Pilots Association, International Federation of Air Line Pilots, and the National Air Traffic Controllers Association.

CAST recognizes that improving commercial aviation safety requires a global effort. International participation in CAST efforts includes the Air Transport Association Canada, Association of Asia Pacific Airlines, International Civil Aviation Organization, International Air Transport Association, European Joint Aviation Authorities, Safety Authority Australia, and Transport Canada.

###

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 01-11
Thursday, April 12, 2001
Contact: Alison Duquette
Phone: 202-267-3462

FAA Requires Airlines to Carry Heart Device

The Federal Aviation Administration (FAA) today issued a final rule requiring U.S. airlines to carry automated external defibrillators (AEDs) and enhanced emergency medical kits (EMKs) on all domestic and international flights within three years. The rule, which responds to the Aviation Medical Assistance Act of 1998, affects airplanes that weigh more than 7,500 pounds each and have at least one flight attendant.

An estimated 350,000 Americans are struck by cardiac arrest each year. Cardiac arrest stops effective pumping of blood to the heart. An abnormal heart rhythm called "ventricular fibrillation" is the most common form of treatable cardiac arrest. Chances of survival can be as high as 90 percent if defibrillation -- electrical shocks that stimulate the heart to resume normal beating -- is provided during the first minutes following collapse.

"Nine airlines either currently carry AEDs and enhanced kits or have made a commitment to do so," said FAA Administrator Jane F. Garvey. "Our rule will ensure that all airline passengers have access to this potentially life-saving device."

The FAA rule also expands the EMK by adding medications that may help passengers who suffer an in-flight medical event. The following items will be added to each EMK:
- oral antihistamine
- non-narcotic analgesic
- aspirin
- atropine
- bronchodilator inhaler
- lidocaine and saline
- IV administration kit with connectors
- AMBU bag (to assist respiration following defibrillation)
- CPR masks

- more -

An EMK is already equipped with:
· sphygmomanometer (measures blood pressure)
· stethoscope
· three sizes of oral airways (breathing tubes)
· syringes
· needles
· 50 percent dextrose injection (for hypoglycemia or insulin shock)
· epinephrine (for asthma or acute allergic reactions)
· diphenhydramine (for allergic reactions)
· nitroglycerin tablets (for cardiac-related pain)
· basic instructions on the use of the drugs
· latex gloves

All crewmembers will receive initial training on the EMK and on the location, function, and intended operation of an AED. Flight attendants will receive initial and recurrent training in CPR and on the use of AEDs.

Medical personnel are frequently onboard and can assist fellow passengers during an in-flight medical event. In addition, a "Good Samaritan" provision in the Aviation Medical Assistance Act of 1998 limits the liability of air carriers and non-employee passengers unless the assistance is grossly negligent or willful misconduct is evident.

The total estimated cost to the airline industry over 10 years for equipment, medications, and initial and recurrent crew training is $16 million.

###

The final rule can be downloaded from the FAA's web site at:
www.faa.gov/avr/arm/nprm.htm

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

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

FOR IMMEDIATE RELEASE
APA 12-01
April 25, 2001
Contact: William Shumann
Phone: 202-267-3883

FAA Unveils Capacity Measures at 31 Major Airports

Washington - The Federal Aviation Administration (FAA) released today capacity benchmarks for 31 of the nation's busiest airports. This benchmarks study will help provide insight into the relationship between airline demand and airport capacity to help continue efforts to reduce congestion and delays and improve safety.

A capacity benchmark is the number of takeoffs and landings per hour that can be handled safely under given conditions.

"Relieving aviation congestion is one of President Bush's and Secretary Mineta's top transportation priorities. These capacity benchmarks provide important data that help us better understand the current and future state of the nation's busiest airports," FAA Administrator Jane F. Garvey said. "They will help greatly in the collaboration among the FAA, airlines and airports as we continue the development of both near- and long-term improvements."

The FAA benchmarks show two rates for each airport - the optimum during good weather with visual separation and the reduced during bad weather when controllers must use radar to ensure safe separation between aircraft. The agency's capacity benchmark study shows that overall the national aviation system works well on days with good weather. On bad-weather days, however, data show that several airports experience significant flight delays from reduced capacity. Delays at these airports usually ripple throughout the system.

The optimum benchmark capacity is based on the airport's ability to land and depart aircraft and is independent of any other system constraints, such as terminal airspace or enroute congestion.

Eight airports with three percent or more of their landings or takeoffs delayed more than 15 minutes are:

New York LaGuardia (which often has delays even in good weather)
Newark
New York Kennedy
Boston
Philadelphia
Atlanta
Chicago O'Hare

San Francisco

The benchmarks study shows that new technologies and procedures will increase capacity an average of five percent by 2010. This increase is important, but not adequate by itself to keep pace with demand. New runways, where feasible, increase capacity by 30 - 60 percent.

The full Airport Capacity Benchmarks study and plans for the eight airports with significant flight delays are available at www.faa.gov/events/benchmarks.

###

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

---

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

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

FOR IMMEDIATE RELEASE
APA 13-01
April 27, 2001
Contact: Paul Takemoto
Phone: 202-267-3462

FAA Places Operating Limits on Boeing 737 Center Wing Tank Fuel Pumps

WASHINGTON - The Federal Aviation Administration (FAA) has prohibited U.S. operators of 737 aircraft from running center wing tank fuel pumps unless the quantity of fuel exceeds a certain minimum level.

The airworthiness directive (AD) is one of many FAA initiatives to enhance fuel tank safety, including a proposed rule that would require airplane manufacturers and operators to change how airplane fuel tanks are designed, maintained and operated. The FAA has also issued or proposed nearly 40 airworthiness directives (ADs) on fuel tank safety.

This action is intended to prevent the ignition of fuel vapors inside the center wing fuel tank. The FAA has determined that it is necessary to turn off fuel pumps when the tank is depleted of fuel; extended dry operation can result in overheating and excessive wear of the pump bearings. This in turn has the potential to create an ignition source that could cause a fuel tank explosion.

The AD, effective immediately, calls for the following limitations, which will be placed in 737 flight manuals:
·For ground operations, center tank fuel pump switches must not be positioned to "ON" when the fuel quantity is below 1,000 pounds.
·Fuel pump switches must be positioned to "OFF" when both low pressure lights illuminate.
·Fuel pumps must not be "ON" unless personnel are available in the flight deck to monitor low pressure lights.

The AD effects 1,501 U.S.-registered 737s at an estimated cost of $60 per aircraft.

###

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

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