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

FOR IMMEDIATE RELEASE

APA 40-01

July 5, 2001

Contact: Paul Takemoto/Alison Duquette

Phone: 202-267-3462

FAA Gives Trinidad and Tobago IASA Rating of Category 2

WASHINGTON- The U.S. Department of Transportation's Federal Aviation Administration (FAA) today announced that Trinidad and Tobago does not comply with international safety standards set by the International Civil Aviation Organization (ICAO), thus giving the country a Category 2 rating following a reassessment of the country's civil aviation authority. Trinidad and Tobago was previously rated Category 1.

The government of Trinidad and Tobago has indicated its desire to correct the issues identified as a result of the FAA reassessment. The FAA will continue to remain engaged with the civil aviation authority of Trinidad and Tobago and will periodically review the situation.

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 United States 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 (CAA) are meeting ICAO safety standards, not FAA regulations.

Countries with air carriers that fly to the United States 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

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 FAA assessed this country's 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 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 Category 2.

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

The FAA will continue to release the results of safety assessments to the public as they are completed. First announced in September 1994, the ratings are part of an ongoing

FAA program to assess all countries with air carriers that operate to the United States.

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FOR IMMEDIATE RELEASE

APA 41-01

July 5, 2001

Contact: Henry J. Price/Kristina McAlister

Phone: 202-267-3462

FAA Names New Chief Financial Officer, Former Hill Aide Chris Bertram Named to Post

WASHINGTON - Federal Aviation Administration (FAA) Administrator Jane F. Garvey has named Chris P. Bertram as Assistant Administrator for Financial Services and Chief Financial Officer. In his new position, Bertram will oversee a combined operating and capital budget of more than \$13 billion and will serve as Garvey's principal advisor on budget, performance management, and financial issues.

"With more than 13 years of budget experience in the federal government, Chris's knowledge and insight will be a valuable addition to the FAA," Garvey said. "His background in transportation policy and budget management will certainly assist him in taking on a job of this magnitude."

Prior to joining the FAA, Bertram served as a senior professional aide for the Committee on Transportation and Infrastructure of the U.S. House of Representatives. During his time on the committee, he drafted major legislation including the Transportation Equity Act for the 21st Century (TEA 21) and the Aviation Investment and Reform Act for the 21st Century (AIR 21). AIR 21 increased aviation funding to make skies safer, competition.

Bertram has also served in various positions in the White House Office of Management and Budget and the U. S. Department of Transportation. He holds a master's degree from Harvard University and a bachelor's degree from Trinity University in San Antonio, TX.

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

FOR IMMEDIATE RELEASE

July 6, 2001

Contact: Alison Duquette/Rebecca Trexler
Phone: 202-267-3462**Statement - Air Rage**

Federal Aviation Administration (FAA) rules clearly prohibit passengers from assaulting, threatening, intimidating, or interfering with flight attendants. Our nation's flight attendants perform vital safety duties, especially during an aviation emergency.

Unfortunately, some passengers continue to put the flying public at risk by choosing to engage in dangerous behavior aboard an airplane. The repercussions for passengers who engage in unruly behavior can be substantial. They can be heavily fined by the FAA or prosecuted on criminal charges.

The FAA aggressively pursues each reported case and proposes substantial fines for the most egregious incidents. The FAA can propose up to \$25,000 per violation for an unruly passenger case. One incident can result in multiple violations.

The FAA believes that widely publicized criminal prosecution of air rage cases serve as a strong deterrent. The FAA, FBI, local U.S. attorneys, local law enforcement, airlines, and crewmembers are working together to help prepare cases that the Justice Department can then prosecute. At several major airports, FAA security agents respond to the more serious incidents and help interview victims, suspects, and witnesses. The FAA supports Justice Department efforts toward full criminal prosecution, when warranted.

The FAA has provided model training programs to airlines to help flight attendants manage instances of passenger misconduct.

The FAA urges passengers to do their part to make their trip as safe as possible.

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FOR IMMEDIATE RELEASE

APA 43-01

July 9, 2001

Contact: Tammy L. Jones

Phone: 202-267-3462

FAA Introduces Air Traffic Control System to the Public**MEDIA ADVISORY**

WASHINGTON - The Federal Aviation Administration will introduce the new Standard Terminal Automation Replacement System (STARS) program to the nation on Tuesday, July 10, at 12 noon, at FAA Headquarters. Administrator Jane F. Garvey will be available at noon to demonstrate the system and to answer questions for the media.

STARS is a key component of modernizing the national airspace system. The joint FAA and Department of Defense program will replace air traffic control computers and displays at more than 300 facilities nationwide. Controllers will use STARS to provide air traffic control services to aircraft in the congested areas around airports.

A mobile van is being used to introduce STARS to the nation. The van is the first of its kind in the U.S. for demonstrating air traffic equipment. The van is equipped with a STARS standalone console and two displays.

A nationwide tour begins at FAA Headquarters, 800 Independence Ave., S.W. on Tuesday. The van will be parked on the C Street side of FAA Headquarters. At that time, the 28-foot long van will be open for demonstrations of STARS.

Following the Washington kick off, the van will visit all of the facilities where STARS will be installed. Demonstrations will be available for controllers, local officials, airport operators and others.

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

FOR IMMEDIATE RELEASE

APA 42-01

July 10, 2001

Contact: William Shumann

Phone: 202-267-3883

FAA's Traffic Management Advisor Wins Prestigious International Award

WASHINGTON - Flight International magazine has bestowed its Aerospace Industry Award for Infrastructure and the Environment on the Federal Aviation Administration (FAA). The agency was cited for successfully implementing its Traffic Management Advisor (TMA) - a computerized tool that helps controllers manage air traffic more efficiently in airspace around some of the nation's busiest airports.

TMA enables controllers in enroute centers to precisely sequence aircraft as they move from high-altitude airspace into the more crowded terminal area. This more precise planning makes maximum use of the airport's available capacity, reduces delays and saves significant amounts of fuel. For example, since TMA was implemented at the Fort Worth enroute center, it has increased the arrival capacity at Dallas-Fort Worth International Airport by 5 percent. In addition to Fort Worth, TMA is now operational at the Atlanta, Denver, Los Angeles, Miami and Minneapolis centers. The Oakland center is due to receive TMA next.

TMA is one of the elements in the FAA's Free Flight program, whose broad goal is to increase the safety, capacity and efficiency of the nation's airspace system. More information on Free Flight is available at <http://ffp1.faa.gov>. The FAA's major partners in TMA include the National Air Traffic Controllers Association, Professional Airways Systems Specialists, NASA, Computer Sciences Corp., Logicon, and RTCA.

An international panel of 24 aerospace veterans selected the FAA for the Flight International award. FAA Associate Administrator for Air Traffic Services Steven J. Brown accepted the award at the Paris Air Show.

Published weekly in London, Flight International is a leading aerospace magazine.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 43-01

Monday, July 09, 2001

Contact: Tammy L. Jones

Phone: 202-267-3462

MEDIA ADVISORY**FAA Introduces Air Traffic Control System to the Public**

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 44-01

July 17, 2001

Contact: Paul Takemoto

Phone: 202-267-3462

FAA Proposes Further Inspections, Modifications of 727 and 737 Lap Joints

WASHINGTON – The Federal Aviation Administration (FAA) has proposed that certain lap joints on 727 and 737 aircraft be inspected and modified to prevent fatigue cracking. Cracking could lead to a loss of fuselage integrity and possible rapid decompression. Lap joints are points along the fuselage where aluminum skin panels overlap and are riveted together.

The FAA issued two airworthiness directives to address this type of fatigue cracking in 1997 and 1999. Based on subsequent reports of cracking, the FAA has determined that the long-term structural integrity of these aircraft would be best maintained by modifying the lap joints rather than continuing to rely on the existing inspections. Since no immediate safety-of-flight problems have been identified, the proposed action will allow for public comment until Aug. 27.

The proposed action comes via four notices of proposed rulemaking (NPRMs) – one affecting 727s and three affecting 737s – that would require operators of U.S.-registered aircraft to conduct revised inspections and make improved modifications to certain lap joints.

The NPRMs cover approximately 700 727s and 900 737s registered in the U.S. The cost for compliance would range from \$54,000 to \$264,000 per aircraft depending on the modification.

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**FOR IMMEDIATE RELEASE**

APA 45-01

July 18, 2001

Contact: Henry J. Price

Phone: 202-267-3883

Proposed Rulemaking Clarifies Regulation of Fractional Aircraft Ownership Programs

WASHINGTON -- The Federal Aviation Administration (FAA) has issued a Notice of Proposed Rulemaking (NPRM) that provides federal standards for safety and oversight of Fractionally Owned Aircraft Programs. The FAA's proposed rulemaking also provides for the first time an official definition of a fractional ownership operation and specific owner and management company responsibilities.

Fractional ownership programs began in the mid 1980s. The programs allow individuals to purchase a "share" of an aircraft while a management company provides maintenance and other aviation services. Since its inception, fractional ownership programs have expanded to the point that some companies provide management services for hundreds of aircraft and owners.

To meet this growing area of aviation, FAA Administrator Jane F. Garvey called for formation of a Fractional Ownership Aviation Rulemaking Committee in October 1999 to develop regulations and policies relating to fractional ownership programs. The 27-member panel was made up of aircraft operators, manufacturers, associations, the general aviation community, as well as FAA officials. The committee reached a consensus on various issues and the proposed rulemaking reflects the panel's recommendations.

According to the newly proposed definition, a "Fractional Ownership Program," is possible when an individual or corporation purchases at least 1/16th share of an airplane. The aircraft is then placed in a "pool" to share with other owners of aircraft. The pooled aircraft are managed by a company that provides aviation expertise and management services for those owners.

While Fractional Ownership Programs have consistently achieved one of the safest records in aviation, the proposed rulemaking is aimed at maintaining the safety of these programs. In addition, the NPRM also provides charter operators with alternate means of compliance with certain regulations provided they meet additional safety requirements. The rulemaking is based on many of the best practices existing in corporate and commercial aviation, as well as air carrier regulatory standards.

Upon review of the public comments, the final rulemaking is

scheduled for the summer of 2002. A copy of the NPRM can be viewed by going to the Government Printing Office website at www.gpo.gov

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 46-01

July 19, 2001

John Clabes/Roland Herwig

Phone: 405-954-7500

**FAA SEEKS \$285,000 CIVIL PENALTY AGAINST AMERICAN AIRLINES
FOR 38 ALLEGED VIOLATIONS OF AIR CREW REST REGULATIONS**

WASHINGTON -- The Federal Aviation Administration is seeking a \$285,000 civil penalty against American Airlines for alleged violations of federal aircrew rest regulations.

The FAA alleged violations in 38 separate instances during a 15-day period starting August 15, 2000. In each instance, the FAA alleged American assigned various employees to a flight sequence that, when completed, did not provide the crewmember with at least eight hours of crew rest in the previous 24 hours, as required in federal regulations.

Under law, American is subject to a civil penalty not to exceed \$11,000 for each violation.

American has requested an informal conference to discuss the allegations.

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

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 47-01

Thursday, July 26, 2001

Contact: Les Dorr, Jr.

Phone: 202-267-3462

FAA ORDERS SAFETY ACTIONS ON CERTAIN PW4000 ENGINES

WASHINGTON -- The Federal Aviation Administration (FAA) today ordered operators of planes using certain models of the Pratt & Whitney PW4000 jet engine to remove the engines before they exceed time limits specified by the FAA.

The Airworthiness Directive (AD) published in today's Federal Register limits the number of PW4000 engines with a certain configuration of the high-pressure compressor section that can be installed on affected aircraft. It also requires certain standards for rebuilding the specified engines.

The number of affected engines on a particular plane is based on complex criteria, spelled out in the AD, which include the type of aircraft, how many engines it has, engine serial number and how many start-stop cycles the engine has experienced. The AD, which is effective on publication, is intended to reduce the risk of power loss in one or more engines caused by surges in the high-pressure compressor during takeoff or climb to cruising altitude.

Today's order supercedes somewhat similar PW4000 ADs issued by the FAA in October 2000 and April 2001. This most recent directive was prompted by an incident on March 9, 2001, in which an Air Sudan Airbus A300 lost power in both engines during takeoff from Jeddah, Saudi Arabia. Subsequently, the FAA reevaluated the previous airworthiness directives and determined that further action was needed to ensure that the affected engines can operate safely during critical phases of flight.

The order affects approximately 500 engines used by U.S.-registered Boeing 747s, 767s, MD-11s, and Airbus A300s and A310s. Estimated cost to remove and replace these engines is approximately \$2 million. There are about 2,100 PW4000 engines with this configuration in use worldwide.

The airworthiness directive is available in the Federal Register at:
http://www.access.gpo.gov/su_docs/aces/aces140.html

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 48-01

Monday, July, 30, 2001

Contact: Marcia Adams

Phone: 202-267-3462

FAA PUBLISHES LEAFLET ON UNRULY PASSENGER BEHAVIOR, UNITED AIRLINES TO HELP DISTRIBUTE LEAFLET

In an effort to educate the flying public about the consequences of interfering with flight crewmembers performing their duties aboard an aircraft, the Federal Aviation Administration (FAA) has published a leaflet entitled "*Safety is Everyone's Responsibility.*"

"Flight crewmembers are critical to the safety and security of the skies and the flying public," said FAA Administrator Jane F. Garvey. "Unruly passenger behavior cannot be tolerated."

The leaflet, which can be downloaded from the Internet on www.faa.gov/apa/newsroom.htm, outlines the penalties for unruly passenger behavior. The act of threatening, intimidating or physically assaulting flight crewmembers, or other unruly passenger behavior is subject to civil and criminal penalties.

United Airlines will place this leaflet in the airline ticket jacket it issues to passengers at its five hub locations at Denver, Washington Dulles, Los Angeles, Chicago O'Hare and San Francisco airports.

Passengers are encouraged to report any aviation safety concerns to the gate agent or flight crew. In addition, any incidents or concerns also may be reported to the aviation safety hotline on 1-800-255-1111.

A camera-ready copy of the leaflet is available from FAA's Office of System Safety by calling (202) 267-7770. The camera-ready copy may be used freely by anyone with or without the FAA/DOT logos, but if the copy is changed in any way, the logos must be deleted.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 49-01

Tues., July 31, 2001

Contact: Rebecca Trexler

Phone: 202-267-3462

FAA Proposes Fine Against American for Security Violations

WASHINGTON—The U.S. Department of Transportation's Federal Aviation Administration (FAA) announced today that it is seeking \$99,000 in civil penalties against American Airlines for allegedly failing to apply appropriate security measures on six flights last year.

FAA special agents discovered the alleged violations on June 25, 2000, during an assessment of American's passenger pre-screening and checked baggage security. During the inspections, FAA special agents found that American improperly transported unaccompanied bags on five flights, failed to perform a passenger ID check on two flights, and failed to ask appropriate security questions regarding checked bags on two flights. The flights involved went from Boston Logan International Airport to Chicago O'Hare International Airport; Ronald Reagan National Airport to Miami International Airport; Denver International Airport to Dallas/Ft. Worth International Airport; San Diego International Airport to Reno Tahoe International Airport, Nev.; San Jose International Airport, Calif., to Los Angeles International Airport; and Lambert St. Louis International Airport to Chicago O'Hare.

Upon notification, American took immediate corrective action at the airports where violations were found in order to bring the airline's security measures into compliance.

The announcement of the civil penalty proposed today is being made in accordance with the FAA's policy of releasing information to the public on enforcement actions that involve penalties of \$50,000 or more. The details of this action could not be made public earlier, however, because the March 21, 1997, Sensitive Security Information rule states the agency will not release such information for 12 months after the event occurs to avoid divulging potential vulnerabilities in the aviation system.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 50-01

Tuesday, July 31, 2001

Contact: Tammy L. Jones

Phone: 202-267-3462

FAA Selects Contractor for the Next Generation Air/Ground Communications Program

WASHINGTON - The U.S. Department of Transportation's Federal Aviation Administration (FAA) today awarded a contract to ITT Industries Aerospace/Communications Division, of Ft. Wayne, Ind. to provide the FAA with multi-mode VHF digital air-to-ground radios. The contract is for an initial \$20.5 million and could be worth as much as \$580 million if all options are exercised. ITT Industries, partnered with Park Air Systems, Federal Data Corp., and Operational Technologies Services, Inc. to provide the equipment.

The first building block of the Next Generation Air/Ground Communications (NEXCOM) system will replace air traffic controllers' aging analog radios with digital radios in phases. When completed, the entirely digital system will enhance the FAA's ability to meet expanding air traffic control communication demands.

The NEXCOM multi-mode digital radio will:

- Provide air traffic controllers with the capability to accommodate the growing number of sectors and services using the limited spectrum available in the VHF aeronautical frequency band.
- Reduce logistical costs (supplies, maintenance, training, etc.) by replacing high-maintenance VHF radios.
- Provide capability for future data link communications to all classes of users.
- Reduce air-to-ground radio frequency interference.
- Enhance security with the help of technology that reduces the threat from unauthorized users.

The multi-mode digital radio employs both 25kHz and 8.33kHz double-side bands - AM for analog voice and VHF Digital Link Mode-3 (VDL-3) technology for integrated digital voice and data. This radio will be available in 2002 as an analog infrastructure upgrade, and will be coupled with existing radio interface units for the air traffic en-route environment. After completion of end-to-end operational testing, the radios will be installed at 1,500 existing remote air-to-ground communications and backup emergency communications facilities serving 21 Air Route Traffic Control Centers.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 51-01

Friday, August 3, 2001

Contact: Henry J. Price

Phone: 202-267-3883

FAA Extends Existing Allocation of Slots at LaGuardia Airport

WASHINGTON – Federal Aviation Administration (FAA) Administrator Jane F. Garvey today announced the extension of the existing slot lottery allocation at New York's LaGuardia airport until Oct. 26, 2002.

Extension of the current lottery allocations, set to expire on Saturday, Sept. 15, will help the FAA identify and make the transition to a longer term demand management solution at LaGuardia, one of the country's most-delayed airports. The FAA proposed extending the lottery in a notice published Tuesday, June 12.

The FAA also announced today that it will hold a new lottery on Wednesday, Aug. 15 to reallocate a small number of unused slots exemptions.

"The fact that we are seeing better performance at LaGuardia is encouraging," said Garvey. "However, there are no easy answers and no silver bullet for the complex problem of delays. The administration is committed to working with incumbent airlines and new entrants, and recognizes the need for service to small communities as well as the interests of consumers."

Under the Aviation Investment and Reform Act for the 21st Century (AIR-21), which took effect in April 2000, new-entrant airlines and those serving small communities were granted exemptions to slot limitations at LaGuardia, as well as to New York's JFK and Chicago's O'Hare, providing significant levels of new access to the airports. This provision began a phase-out of slot limitations at the three airports, which had been in place since 1969 under the FAA's High Density Rule.

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In December 2000, based on significant increases in air carrier delays as a result of excessive demand at LaGuardia, the FAA limited the number of AIR-21 slot exemptions to 159 per day and reallocated these exemptions via lottery. The total number of scheduled arrivals and departures was limited to 75 per hour, effective Wednesday, Jan. 31 through Sept. 15, 2001. By Spring 2001, delays decreased dramatically.

During the first 90 days of the new operational limits, LaGuardia delays were down from about 8,000 per month to 3,000--more than a 60 percent decrease. LaGuardia now accounts for about one out of 10 air traffic delays for the entire system. Before the lottery, delays at LaGuardia accounted for 25 percent of the nation's total.

In addition to extending the lottery, the FAA is also looking at more permanent policy options for LaGuardia. Both administrative and market-based approaches are being considered.

Market-based options would allocate capacity among air carriers based on an operator's willingness to pay. Congestion pricing and an auction of landing and takeoff rights are under consideration. Administrative options include proposals to encourage the use of larger aircraft and a new rule similar to the High Density Rule with a provision for incentives for more service to small communities and new air carrier entry.

The FAA published a notice in the *Federal Register* on June 12 for public comment that describes these policy options in detail.

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August 3, 2001
Contact: Henry J. Price
Phone: 202-267-3462

Fact Sheet: Lottery of Slot Allocations at LaGuardia Airport (LGA)**Background**

- A "slot" is a landing or take-off at an airport.
- Under the Aviation Investment and Reform Act for the 21st Century (AIR-21), which took effect in April 2000, new-entrant airlines and those serving small communities were granted exemptions to slot limitations at LaGuardia, as well as to New York's John F. Kennedy, and Chicago's O'Hare airports, providing significant levels of new access to the facilities. This provision began a phase-out of slot limitations at the three airports, which had been in place since 1969 under the Federal Aviation Administration's (FAA's) High Density Rule.
- In December 2000, based on significant increases in air carrier delays as a result of excessive demand at LaGuardia, the FAA limited the number of AIR-21 slot exemptions to 159 per day and reallocated these exemptions via lottery. The total number of scheduled arrivals and departures was limited to 75 per hour, effective Jan. 31 through Sept. 15, 2001. By Spring 2001, delays decreased dramatically.
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Initial Proposal

- The lottery extension outlined in the June 12, 2001, Federal Register Notice proposed to maintain the current slot lottery allocation that took effect on Jan. 31, 2001, and to conduct a second lottery to allocate certain other available slot exemption times.
- At the time that the notice was issued, there were 14 exemption slots available for reallocation. Subsequent to that date, five additional slot exemptions have been returned to the FAA for a total of 19 slot exemptions available for reallocation by lottery. The returned slot exemptions correspond to the following time periods: 0700 (2), 0800 (1), 0900 (1), 1200 (1), 1300 (1), 1400 (1), 1700 (1), 1800 (1), and 2100 (10).

· The proposal limited participation to new entrant carriers that did not participate in the Dec. 4, 2000, lottery or new entrant carriers that were unable to select up to four exemption slots during the first round of that lottery. During this first round, a new entrant would be allowed to select up to four slot exemptions and be allowed to specify which hours of the day it would like to operate these slot exemptions. These airlines were subject to the constraint that certain hours of the day are oversubscribed and have been blocked out by the FAA. Any slot exemption not selected by a new entrant in the first round would be offered to eligible incumbent carriers serving small communities. Each carrier could select up to two slot exemptions and operate them only at the designated times.

· The two-round lottery procedure was intended to maintain the same general balance of slot exemptions for new entrants and service to small communities that resulted from the Dec. 4, 2000, lottery. Immediately following that lottery, new entrants held 79 slot exemptions and incumbents servicing small communities held 80 slot exemptions.

· Any slot exemptions returned to the FAA subsequent to the second lottery will be reallocated to carriers serving small communities.

Comments Received

· The Federal Register notice provided for a 30-day comment period, which closed on July 12, 2001. A total of 23 comments were filed in the docket. Comments were submitted from:

· Nine airlines (Vanguard, Continental, America West, American Trans Air, Delta, USAirways, American, United and Spirit);

· Six associations (the Air Carrier Association of America, the General Aviation Manufacturers Association, the National Air Carrier Association, Inc., and the Air Transport Association of America, the Airports Council International-North America, and the New York State Aviation Management Association);

· The Port Authority of New York and New Jersey, JBT3 Enterprises,

· Newport News-Williamsburg International Airport;

· Rep. Benjamin Gilman, R-N.Y.; and

· One individual.

· Generally, those who commented supported the proposed allocation extension and lottery of available capacity, and submitted additional considerations. In particular, new incumbent airlines serving small communities supported the extension and reallocation as written, while new entrants offered alternative approaches to reallocate unused capacity primarily to new entrants. For example, America West opposed the extension of the lottery allocation but in the alternative offered some modifications to the lottery procedures.

· Based on the comments received and FAA's experience with the lottery allocation over the last year, the FAA will extend the

current lottery allocation until October 26, 2002, and conduct a new lottery of other available slot exemptions. The new lottery will be conducted on Aug. 15, 2001, in accordance with the procedures described in the June 12, 2001, notice, with certain modifications.

FAA's Final Proposal

First, the FAA finds it necessary to establish procedures for a third round of the new lottery, in the event that there are remaining slot exemptions after round two. Carriers eligible to participate in round three are previous new entrants (i.e., carriers that gained access to LGA as a result of the Dec. 4, 2000, lottery) that have less than 20 slots and slot exemptions at the airport. Each participant may select up to two slot exemptions and operate them only at the designated times.

Second, the FAA has also determined it is necessary to amend the proposal to allocate any capacity that becomes available as a result of slot exemptions returned to the FAA or withdrawn for non-use subsequent to the August 15, 2001, lottery. As with the lottery procedure, the procedure for allocation of newly available slot exemptions after the lottery is designed to maintain a rough balance in the distribution of slot exemptions used for new entrants and for service to small communities, respectively. As slots exemptions become available after August 15, 2001, they will be first offered to any new entrant that does not operate at the airport. Each new entrant may select up to four slot exemptions and operate them only at the designated times. This provides an opportunity for continued new entry growth over the next year. Any remaining slot exemptions will be allocated, in alternating pairs between carriers serving small communities and previous new entrants that have less than 20 slots or slot exemptions. These slot exemptions can only be used at the designated times.

Location of Second Lottery for a Limited Number of Slot Exemptions at LGA

The lottery will take place on Aug. 15, 2001, at 1:30 p.m., in the FAA Auditorium, 3rd floor, Federal Aviation Administration, 800 Independence Avenue, SW, in Washington.

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[Back To FAA Press Releases](#) || [Back To FAA Public Affairs Home Page](#)

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 52-01

Monday, August 06, 2001

Contact: Tammy L. Jones

Phone: 202-267-3462

MEDIA ADVISORY**FAA Presents Southern Region Air Traffic Facility of the Year Award and Demonstrates New Air Traffic Control System**

WASHINGTON – The media will have an opportunity to see first-hand the benefits of a new air traffic control system at the Cincinnati/Northern Kentucky International Airport (CVG) on Wednesday, August 8. Also that day, the Southern Regions' Air Traffic Facility of the Year award will be presented to officials.

Standard Terminal Automation Replacement System (STARS) Van Tour

The Federal Aviation Administration (FAA) has started a national tour of the STARS mobile van. A media tour of the van is scheduled for 11 a.m. The van will be parked near the air traffic control tower. STARS, which consists of computers and displays, is a key component of modernizing the national airspace system. Air traffic controllers use STARS to direct traffic in and out of congested airports.

A 28-foot long mobile van is being used to introduce STARS to the nation. The van is the first of its kind in the U.S. for demonstrating air traffic equipment. The van is equipped with a STARS standalone console and two displays. The joint FAA and Department of Defense program will replace air traffic control computers and displays at more than 300 facilities nationwide.

Air Traffic Facility of the Year Award

The CVG air traffic facility is being recognized the Southern Region's Air Traffic Facility of the Year. CVG will be awarded for having the highest degree of efficiency and dedication of facility employees for their daily responsibilities of expeditious air traffic movement, preservation of life and property and public service. An awards ceremony will be held outside of the tower at 12 noon, following the STARS van tour.

CVG is one of the fastest growing airports in the U.S. It's already the third busiest in the southern region with more than 21 million passenger enplanements in 2000.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 53-00

Wed., Aug. 8, 2000

Contact: Rebecca Trexler

Phone: 202-267-3462

MEDIA ADVISORY

Screener of the Year Ceremony

WASHINGTON--Federal Aviation Administration (FAA) Administrator Jane F. Garvey will present this year's National Screener of the Year Award to Sylvia A. Garcia, a preboard screener at Kansas City International Airport. Garcia will receive the award for outstanding work in protecting the flying public in an Aug. 10 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

Preboard Screener Sylvia A. Garcia, ITS Inc.
Kansas City International Airport

WHAT: National Screener of the Year Award Ceremony

WHEN: 1 p.m., Fri., Aug. 10

WHERE: FAA Headquarters

2nd floor, Bessie Coleman Conference 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: Preboard 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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World Wide Web at <http://www.faa.gov/apa/pr/index.cfm>*

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 54-01

Fri., Aug. 10, 2001

Contact: Rebecca Trexler

Phone: 202-267-3462

FAA Names Sylvia Garcia of Kansas City International National Screener of the Year

WASHINGTON--Jane F. Garvey, administrator of the U.S. Department of Transportation's Federal Aviation Administration (FAA), and representatives from the aviation industry today presented this year's National Screener of the Year Award to Sylvia A. Garcia, a preboard screener at Kansas City International Airport, Kansas City, Mo. Garcia, an employee with ITS Inc., received the award in a ceremony at FAA Headquarters.

"We often think of security as a nuisance when we run through the airports to make our flights," Garvey said. "Yet every year, security screeners keep hundreds of weapons and other dangerous objects from getting on our planes. It can be a thankless job, so I am very pleased today to tell Sylvia Garcia and others like her how much we appreciate her dedication and vigilance."

Associate Administrator for Civil Aviation Security Mike Canavan also recognized Garcia and thanked all of the nation's aviation security screeners. "Screeners at the airports form the front line of defense for the flying public," he said. "Sylvia Garcia's dedication to public safety is an example for all of us who work in security."

Garcia has worked at Kansas City International Airport for four years as a preboard screener for several airlines, including Continental, Northwest, USAirways, American, America West and Frontier. She has received numerous awards from her company and the airport, and was selected as a member of the ITS Captains Log, an award reserved for only the top 5 percent of the 11,000 ITS screeners nationwide. Garcia has passed every airline and FAA test throughout the year and has a 100 percent detection rate. In addition, she has stopped 11 unauthorized items, including mace, toy guns and knives. She is committed to customer service as well as to security, and frequently uses her bilingual skills to assist international travelers through the security process.

Every year, the average screener examines more than 300,000 bags and 150,000 passengers. Screeners detect nearly 2,000 dangerous items every year. 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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World Wide Web at <http://www.faa.gov/apa/pr/index.cfm>*

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 55-01

Monday, August 13, 2001

Contact: Diane Spitaliere/Les Dorr

Phone: 202-267-3462

Emery Worldwide Airlines Agrees to Temporarily Cease Operations

WASHINGTON -- Emery Worldwide Airlines today signed an interim agreement with the Federal Aviation Administration (FAA) stating it would immediately cease operating its fleet of 37 aircraft until it fully resolves safety issues arising from past FAA inspections.

The interim agreement extends for 30 calendar days. By the end of that period, Emery Worldwide Airlines will sign a final agreement with FAA, laying out the areas in which Emery will have to demonstrate its qualifications before it can resume operations.

Emery Worldwide Airlines has been under a heightened state of oversight by the FAA since January 2000. The FAA has conducted several special inspections of the airline, most recently in May and June. Those inspections uncovered more than 100 apparent violations of the Federal Aviation Regulations, including:

- Improper/inadequate repairs to mechanical irregularities, including numerous repetitive pilot write-ups of the same problem on the same aircraft over extended time periods;
- Unapproved aircraft installations/alterations;
- Operating unairworthy aircraft;
- Not following the policies and procedures in their manuals;
- Inadequate record keeping;
- Failure to distribute and use current manuals.

Headquartered in Vandalia, Ohio, Emery Worldwide Airlines operated a fleet of 29 DC-8 and 8 DC-10 aircraft in cargo-only operations. The airline's staff consists of more than 1,100 employees.

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World Wide Web at: <http://www.faa.gov/apa/pr/index.cfm>*

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 56-01

August 14, 2001

Contact: Henry J. Price

Phone: 202-267-3462

MEDIA ADVISORY**FEDERAL AVIATION ADMINISTRATION SLOT LOTTERY FOR
LAGUARDIA AIRPORT**

WASHINGTON – The Federal Aviation Administration lottery to fill 19 unused exemption slots at LaGuardia Airport will take place at 1:30 p.m. on Wednesday, Aug. 15, in the FAA Auditorium, Third Floor, 800 Independence Ave., S.W., in Washington.

A “slot” is a right by an airline to conduct a take-off or landing at an airport. In 1969, for environmental and capacity concerns the FAA limited the number of slots at LaGuardia Airport in a regulation called the High Density Rule (HDR). There are a total of 159 slots at LaGuardia Airport.

In the Aviation Investment and Reform Act of the 21st Century (AIR-21), Congress authorized an unlimited number of exemptions from the HDR for flights by air carriers with fewer than 20 slots at LaGuardia and airlines with aircraft that have fewer than 71 passenger seats and serve small hub and non-hub airports. The 1999 law made it clear that the exemptions did not affect FAA authority for safety and the movement of air traffic.

While there was no limit on the number of exemptions, it was not possible for an unlimited number of AIR-21 exemption flights to actually operate because of limited capacity at LaGuardia. The lottery will distribute 19 slots that were unused and were returned by various airlines to the FAA after the lottery was put in place. The lottery will allocate the unused slots for flights by carriers that have the AIR-21 exemption.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 57-01

Thursday, August 16, 2001

Contact: Les Dorr, Jr.

Phone: 202-267-3462

FAA PLAN RAISES "SAFETY BAR" ON AIRCRAFT WIRING

WASHINGTON -- The Federal Aviation Administration (FAA) today unveiled a broad new initiative designed to enhance the continued safety of aircraft wiring systems from their design and installation through their retirement.

The FAA based its Enhanced Airworthiness Program for Airplane Systems (EAPAS) on results from an intensive data-gathering effort on aircraft wiring systems done in cooperation with industry. EAPAS combines a variety of near- and longer-term actions into a plan to increase awareness of wiring system degradation, implement improved procedures for wiring maintenance and design, and spread that information throughout the aviation community.

The FAA's overall Aging Transport Non-Structural Systems program, an effort begun in October 1998, is an expansion of the agency's Aging Aircraft Program. The systems program, modeled after the very successful aging structures program started more than a decade ago, looks into wiring systems (i.e., connectors, wiring harnesses, and cables) and is now reviewing mechanical systems.

"Thanks to congressional support, the FAA leads the way in research to raise the safety bar on aircraft systems," said FAA Administrator Jane F. Garvey. "Our partnership with industry and the academic community has helped us develop a comprehensive plan for wire system safety."

In 1999, Administrator Garvey created a formal advisory group called the Aging Transport Systems Rulemaking Advisory Committee (ATSRAC). The committee is made up of representatives from aircraft manufacturers, airlines, user groups, aerospace and industry associations, and government agencies.

Under ATSRAC auspices, a series of data-gathering efforts studied both in-service and retired commercial airliners in the first systematic effort to look at the state of aircraft wiring. The data showed that wire degradation and failure could have multiple causes, and were not solely related to age. ATSRAC synthesized the data and made recommendations to the FAA last January. EAPAS is the agency's plan to act on those

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-2-

results and recommendations while simultaneously implementing the agency's own strategies for improved wire system safety.

The near-term elements of the EAPAS plan are designed to accomplish rapid safety improvements based on existing, fully analyzed data. These actions, which are now mostly complete, include:

- Essential corrective actions such as airworthiness directives
- Promoting adoption of better wiring maintenance procedures through a "lessons learned" document from aircraft manufacturers to operators
- New training and guidance materials for FAA inspectors and engineers
- Sharing information with industry and worldwide civil aviation authorities

Longer-term actions in the EAPAS plan are intended to "institutionalize" management of aircraft wiring systems by revising existing federal regulations concerning design, certification, maintenance and continued airworthiness of aircraft wiring systems. This effort would include:

- Proposing a Special Federal Aviation Regulation to mandate the development of an enhanced inspection program
- Proposing regulatory changes to enhance maintenance programs for systems
- Developing advisory materials that define an aging systems maintenance and training program
- Proposing changes to certification regulations to specifically address wiring systems

EAPAS' longer-term actions also will improve reporting and analysis of wire problems and foster research and development in the areas of arc fault circuit breakers, automated wire inspection tools, wire separation and wire performance.

The full text of the EAPAS plan is available under the "Reports, Publications & Documents" section at: <http://www.faa.gov/apa/newsroom.htm>

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE

APA 01-58

Friday, Aug. 17, 2001

Media Contact: Paul Takemoto

Phone: 202-267-3462

FAA Gives Republic of Korea IASA Rating of Category 2

WASHINGTON – The U.S. Department of Transportation's Federal Aviation Administration (FAA) today announced that the Republic of Korea does not comply with international safety standards set by the International Civil Aviation Organization (ICAO) and has been given a Category 2 rating following a reassessment of the country's civil aviation authority. The Republic of Korea was previously rated Category 1.

Under the progressive leadership of the Minister of Construction and Transportation and the Director General of Civil Aviation, the government of the Republic of Korea has demonstrated its commitment to move quickly to correct the issues identified by the FAA's reassessment. The civil aviation authority of the Republic of Korea has already implemented several substantive reform measures and others are underway. The FAA will continue to remain engaged with the civil aviation authority as it continues work on its ambitious reform plan. The government of the Republic of Korea is placing high priority on accomplishing needed reforms. Putting these reforms into place will allow the civil aviation authority to fully meet international safety standards. The FAA will work closely with and support the government of the Republic of Korea as it works toward meeting this goal.

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 United States 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 (CAA) are meeting ICAO safety standards, not FAA regulations.

Countries with air carriers that fly to the United States 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, including: 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 FAA assessed this country's 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 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

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- 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 Category 2.

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

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

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