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

FOR IMMEDIATE RELEASE
APA 14-01
May 3, 2001
Contact: Fraser Jones
Phone: 202-267-3462

FAA Provides Increased Air Travel Information to Public

WASHINGTON - The Federal Aviation Administration (FAA) is providing a new service effective immediately that informs the public of aviation delays using wireless devices. Travelers equipped with pagers, cell phones, or PDAs, can subscribe and obtain real-time airport status information via e-mail.

"This technology brings travelers the latest airport status information in real time, as it happens," said FAA Administrator Jane F. Garvey. "We are committed to providing consumers with the most current information so that they may make informed decisions."

The new wireless service is intended for users without access to a computer. Users can register for the free "Aviation Information System," at the FAA's web site titled: www.fly.faa.gov.

Launched in April 2000, www.fly.faa.gov allows users with internet connections to check the status of airport operations. Based on the airport status and subsequent, more specific information from their airline, users have information as to why, where, and when a delay is occurring and whether or not it will impact them. Detailed information can be obtained by placing a mouse cursor over the airport, or by clicking on the airport.

In anticipation of the spring/summer weather season, the FAA on April 16 increased the number of airports on the site from 39 to 298. Users can zoom in to regions to see information affecting their local airport. Color codes reflect the type and severity of delay. A text-only version of the information is also available.

Created with the traveling public in mind, www.fly.faa.gov has received numerous awards including the Center of Excellence for Information Technology (CEIT) award.

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

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FOR IMMEDIATE RELEASE
APA 15-01
May 7, 2001
Contact: Henry J. Price
Phone: 202-267-3462

MEDIA ADVISORY - Commercial Space Transportation Advisory Committee (COMSTAC) Meeting in Washington Thursday, May 10, 2001

WASHINGTON -- The 33rd meeting of the Commercial Space Transportation Advisory Committee will be held on, Thursday, May 10 at the Federal Aviation Administration (FAA) Headquarters in Washington from 8:00 a.m. to 1:00 p.m.

The meeting will be chaired by Livingston L. Holder, Jr., manager of the Space and Launch Segment, Resource 21 at The Boeing Co. Holder will introduce several new members recently appointed to the committee by Secretary of Transportation Norman Y. Mineta. The new members are Dr. Mae Jemison, president The Jemison Group, Inc.; Dr. Mark J. Albrecht, president, International Launch Services; George Thomas Marsh, president for Denver Operations, Lockheed Martin Space Systems Co.; and Janet Sadler, formerly an insurance underwriter for Lloyds of London. Jemison is the first African-American female to travel to space and Sadler is the first international COMSTAC member in the history of the committee.

Highlights of the meeting will include a briefing on the Department of Defense's Space Commission and the release of the 2001 Commercial Space Transportation Market Forecast. This annual forecast includes the COMSTAC Commercial Launch Demand Model and the FAA's Commercial Space Transportation Projections for Non-Geosynchronous Orbits.

COMSTAC's four working groups, Technology and Innovation, Risk Management, Reusable Launch Vehicles, and Launch Operations and Support will meet on Wednesday, May 9, also at FAA Headquarters.

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

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FOR IMMEDIATE RELEASE
APA 16-01
May 7, 2001
Contact: Alison Duquette
Phone: 202-267-3462

FAA Issues Fuel Tank Safety Rule

WASHINGTON- The U.S. Department of Transportation's Federal Aviation Administration (FAA) today issued a rule that requires airplane manufacturers and operators to change how airplane fuel tanks are designed, maintained and operated.

The FAA rule, the most comprehensive fuel tank safety initiative ever put forward, includes a Special Federal Aviation Regulation (SFAR) to minimize the potential for failures that could cause ignition sources in fuel tanks on new and existing airplanes. It also includes a regulation that, for the first time, mandates airplane design changes to minimize the flammability of fuel tanks on new airplanes.

"Although aviation remains an incredibly safe way to travel, our extensive research and evaluation of past design philosophies and certification practices show that it's time for a new approach to fuel tank safety," said FAA Administrator Jane F. Garvey. "The FAA's rule is an aggressive plan that will certainly raise the bar in aviation safety."

Since the tragic Trans World Airlines (TWA) 800 accident in July 1996, the FAA has focused on the three fundamental areas that keep airplane fuel tanks safe: the prevention of ignition sources, fuel flammability, and fuel tank inerting. Based on recent FAA and industry research and tests, the Aviation Rulemaking Advisory Committee (ARAC) continues to evaluate fuel tank inerting and is expected to make recommendations to the agency in July.

The SFAR portion of the rule affects 6,971 transport airplanes with 30 or more seats manufactured by Airbus, Aerospatiale (ATR), Boeing, British Aerospace, Bombardier, De Havilland, Dornier, Embraer, Fokker, Lockheed, Saab and Shorts. The SFAR amends current FAA rules for both existing and new model airplanes.

For existing airplanes:
·Manufacturers must conduct a one-time design review of the fuel tank system for each transport airplane model in the current fleet to ensure that failures could not create ignition sources within the fuel tank.

·Manufacturers must then design specific programs for the maintenance and inspection of the tanks to ensure the continued safety of fuel tank systems.

Operational changes for existing airplanes:
·Based on the information provided by the manufacturer under the SFAR, operators must then develop and implement a FAA-approved fuel tank maintenance and inspection program for their airplanes.

For new airplane types:
·Manufacturers must further minimize the existence of ignition sources in fuel tanks. Future transport category airplanes will be designed to better address potential failures in the fuel tank system that could result in an ignition source.

·Manufacturers must develop maintenance and inspection programs to ensure fuel tank safety.

·Some airplane types are designed with heat sources adjacent to the fuel tank, which can heat the fuel and increase the formation of flammable vapors in the tank. The rule requires manufacturers to reduce the time fuel tanks operate with flammable vapors in the tank by designing fuel tank systems with a means to minimize the development of flammable vapors in the fuel tank or a means to prevent catastrophic damage in the unlikely event ignition occurs.

Manufacturers have 18 months from June 6, the effective date of the rule, to conduct the safety reviews and develop maintenance and inspection programs required by the SFAR. Operators have 36 months from June 6 to incorporate an FAA-approved maintenance and inspection program into their operating procedures. Together, these initiatives are estimated to cost the industry $165 million over 10 years. Specifically, the fuel tank review will cost $38 million; changes to maintenance and inspection programs will cost $92 million; lost net revenue will cost $24 million; and additional recordkeeping requirements will cost $10 million.

The FAA has issued or proposed nearly 40 airworthiness directives (ADs) on fuel tank safety. These actions were taken from lessons learned in the TWA 800 accident investigation or through targeted FAA inspections and service history reviews. The agency may issue additional ADs based on the new data gathered from the design review of existing aircraft mandated by the SFAR.

The SFAR is available on the FAA's web site at www.faa.gov/avr/arm/nprm.htm. Three fact sheets, dated July 2000, that address fuel tank inerting, flammability, research, and ADs are also available on the FAA's web site at www.faa.gov/newsroom.htm.

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

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FOR IMMEDIATE RELEASE
APA 17-01
May 9, 2001
Contact: Paul Takemoto
Phone: 202-267-3462

FAA Gives Panama IASA Rating of Category 2

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

The government of Panama 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 Panama 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 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 U.S., 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 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 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 U.S. 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 U.S. 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 U.S. at the time of the assessment. Carriers from these countries will not be permitted to commence service to the U.S. 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 U.S. 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 U.S.

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

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FOR IMMEDIATE RELEASE
APA 18-01
May 11, 2001
Contact: Marcia Adams
Phone: 202-267-3462

FAA Selects Wurtsmith-Oscada Airport, Tipton Airport, Okaloosa Regional Airport and Laredo International Airport for the Military Airport Program

WASHINGTON - The U.S. Department of Transportation's Federal Aviation Administration (FAA) today selected four airports to participate in the Military Airport Program (MAP). Those airports are: Wurtsmith-Oscoda Airport, Oscoda, Mich.; Tipton Airport, Odenton, Md.; Okaloosa Regional Airport, Okaloosa County, Fla.; and Laredo International Airport, Laredo, Texas.

MAP, a part of the Airport Improvement Program (AIP), provides

are being converted to civilian or joint-use airfields or those that already have been converted. The selections were made under 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 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 program increases airport capacity by providing the funding to help develop civilian airports and joint-use airports at former military airfields in or near major cities. The MAP also allows the designation of one general aviation airport.

MAP funds may be used for projects that are not generally included in the AIP, which build or rehabilitate parking lots, fuel farms, hangars, utility systems, roads and cargo buildings.

Wurtsmith-Oscoda, the former Wurtsmith Air Force Base, is the first general aviation airport selected for the program. In addition to serving general aviation, it is a major maintenance facility for large aircraft that can be serviced in the former Air Force hangars. Wurtsmith is designated to receive MAP funds for two years.
-more-

in Maryland that has a 3,000-foot paved runway. Tipton will participate in the program for five years.

Okaloosa Regional Airport, the commercial service airport serving the Valparaiso area of the Florida Panhandle, is a joint-use facility

with Eglin Air Force Base. Okaloosa Regional is designated for three years.

Laredo International Airport, a one-year redesignation to the program, serves the Laredo area of south Texas and is a major cargo gateway to Latin America. Laredo will receive funds for one year.

The following airports also are part of MAP: Alexandria International Airport, Alexandria, La.; 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.; Mather Airport, Sacramento, Calif.; March Inland Port, Riverside, Calif.; and Gray Army Airfield, Fort Hood, Texas.

In fiscal year 2002, FAA may designate up to five airports to participate in the program. For information concerning participation in the MAP, airport sponsors should contact their respective FAA airport divisions for program coordination.

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

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FOR IMMEDIATE RELEASE

APA 19-01
May 14, 2001
Contact: Alison Duquette
Phone: 202-267-3462

Statement - Pilot Flight Time and Rest

The Federal Aviation Administration (FAA) will publish a notice in the Federal Register on May 17 to reiterate its long-standing interpretation of its pilot flight time and rest rules. The notice informs airlines and flight crew members of the FAA's intent to enforce its rules in accordance with the interpretation. In six months, the FAA will review airline flight scheduling practices and deal stringently with any violations it discovers.

Based on current information, the FAA is confident that, overall, the airline industry complies with the current FAA rules on pilot time limitations and rest requirements. However, in response to concerns raised by the pilot community, FAA Administrator Jane F. Garvey notified the aviation community on June 15, 1999 that it had six months to ensure that it was in full compliance with the agency's current flight time and rest requirements. Reviews of airline scheduling practices conducted in December 1999 and ongoing discussions with pilot unions and airlines confirm that the vast majority of pilots are receiving the amount of rest required by the FAA's rule.

On Nov. 20, 2000, the FAA responded to a letter from the Allied Pilots Association that set forth specific scenarios that could affect a very small number of all commercial pilots. The FAA's response was consistent with the agency's long-standing interpretation of the current rules. In summary, the FAA reiterated that each flight crew member must have a minimum of eight hours of rest in any 24-hour period that includes flight time. If a pilot's actual rest was less than nine hours in the 24-hour period, the next rest period must be lengthened to provide for the appropriate compensatory rest.

Ensuring that all pilots, especially those on reserve duty, receive adequate rest is key to maintaining a safe aviation system. Based on discussions with airlines, the FAA does not anticipate

Some flights may be cancelled or delayed to ensure that pilots have appropriate rest.

The notice is on display today at the Federal Register. It is now posted on the FAA's web site at www.faa.gov/avr/arm/nprm.htm.

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FOR IMMEDIATE RELEASE

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May 15, 2001
Contact: Marcia Adams/Tammy Jones
Phone: 202-267-3462

MEDIA ADVISORY

As part of National Transportation Week (NTW), the Federal Aviation Administration (FAA) will host approximately 1,000 metropolitan area students at the Potomac Airfield in Fort Washington, MD., to educate them about aviation careers. Highlights of the airfield tour will include exhibits, demonstrations and more than 22 aircraft. Some of the aircraft include the Maryland National Guard Blackhawk, and a Cessna 172, 182 and 310. In addition, the winners of the NTW poster, theme song and aircraft flyer contest will be announced.

Schools participating in the event include:

District of Columbia - Anacostia High, Dunbar High, Hine Middle, Jefferson Middle, Francis Junior High, Parkview Elementary, Malcolm X Elementary and Transtech Academy

Maryland - Fort Foote Elementary, Rose Valley Elementary, Fort Washington Forest Elementary, Concord Elementary and Henson Valley Montessori

DATE: May 16
TIME: 9:00 a.m.
LOCATION: Potomac Airfield (VKX)
10300 Glen Way
Fort Washington, MD 20744
(301) 248-5720
(for directions to the airfield: www.potomac-airfield.com)

AGENDA:
9:00 a.m. Friendly High School JROTC Color Guard Performance
9:15 a.m. Welcome/Opening Remarks
9:25 a.m. Air Traffic Control Demonstration
9:35 a.m. Winners of NTW poster, theme song and aircraft flyer contest recognized
10:30 a.m. Assembly Ends
10:45a.m. Tour stations at Potomac Airfield - aircraft and exhibits
12:30 p.m. Program Ends

NOTE: If you plan to attend, please call to arrange for parking

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FOR IMMEDIATE RELEASE
APA 20-01
May 22, 2001
Contact: Marcia Adams
Phone: 202-267-3462

FAA Selects Airports to Participate in Vehicle Emissions Program

WASHINGTON - The U.S. Department of Transportation's Federal Aviation Administration (FAA) today announced the selection of 10 public-use airports to participate in the Inherently Low-Emission Airport Vehicle (ILEAV) Pilot Program. The intent of the program is to improve air quality at the nation's airports by encouraging the use of alternative fuel vehicles.

The airports selected to participate in the program include: Baltimore-Washington International, Baton Rouge Metropolitan, Chicago O'Hare International, Dallas/Fort Worth International, Denver International, Hartsfield Atlanta International, John F. Kennedy International, LaGuardia, Sacramento International and San Francisco International.

"Concern about air quality can be a barrier to capacity improvements and the ILEAV program provides the FAA with an opportunity to mitigate some of those concerns," said Woodie Woodward, acting associate administrator for airports. "The airports selected are diverse by size, location and types of vehicles and fuels."

Under the program, each airport sponsor is eligible to receive up to $2 million dollars in grants through the agency's Airport Improvement Program. The grants will provide 50 percent of the cost of low-emission vehicles as well as the cost of refueling and recharging stations. The airports will fund the remaining costs.

Eligible vehicles include aircraft ground support equipment and ground access vehicles, such as service and security vehicles and parking lot shuttle buses. Alternative fuels may include compressed natural gas, liquefied natural gas, liquefied petroleum gas (propane), electricity, hydrogen or a blend of fuel at least 85 percent methanol.

This program will substantially reduce ozone and carbon monoxide levels at airports that are located in areas where the air quality standards fail to meet the Environmental Protection Agency (EPA) requirement. The grants will support the purchase of 2,200 low-emission vehicles and major investments in fueling infrastructure.

With local matching funds, the program represents a combined $46 million investment by the government, airports and industry.

Authorized by the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, the program is projected to eliminate 22,000 tons of ozone pollutants and 313,000 tons of carbon monoxide.

Last fall, airport district offices issued a program announcement and guidance documents to airport sponsors around the country soliciting applications for the program with a February 9 submission date to the FAA. After regional review, 21 applications were forwarded to Headquarters for a technical evaluation by the FAA with assistance from the Federal Transit Administration, Department of Energy and EPA.

FAA expects to have all 10 projects under grant no later than mid-fiscal year 2002.

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

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FOR IMMEDIATE RELEASE
APA 21-01
May 22, 2001
Contact: William Shumann
Phone: 202-267-3883

MEDIA ADVISORY - Administrator Garvey to Discuss Memorial Day Weekend Travel

WASHINGTON - Federal Aviation Administration Administrator Jane F. Garvey will be available at the FAA's System Command Center at 4 p.m. Thursday, May 24, to discuss the coming summer air travel season and give an outlook for the Memorial Day weekend.

This session with the Administrator is for accredited news media only and by reservation in advance to minimize disruption to Command Center operations. Those planning to attend should call Patrice Allen-Gifford at (202) 267-8357 to reserve a place at the briefing. The System Command Center is in Herndon, VA.

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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 22-01
May 23, 2001
Contact: Paul Takemoto
Phone: 202-267-3462

FAA Requires Inspection of DC-9/MD-88 and MD–90 Port Heaters and Insulation

WASHINGTON – The Federal Aviation Administration (FAA) has ordered operators of DC-9/MD-88 series and MD-90-30 series aircraft to inspect the wiring of static port heaters for chafing, loose connections and evidence of arcing, and to make necessary repairs. Operators must also determine if the surrounding insulation is covered with metalized Mylar™ (polyethyleneteraphthalate). If so, the Mylar™ must be removed and/or replaced with Tedlar™-covered insulation, or other appropriate action must be taken. Static port heaters are small heaters that keep ice from forming on devices that measure air pressure.

The immediately adopted airworthiness directive (AD) is in response to an incident that occurred on Sept. 17, 1999, in which a Delta Air Lines MD-88 experienced a fire in the forward cargo compartment shortly after takeoff from Northern Kentucky International Airport in Covington, Ky. The plane returned to the airport without passenger injuries. In its investigation, the National Transportation Safety Board (NTSB) determined that a spark from a static port heater ignited the fire, which spread by consuming the metalized Mylar™ insulation surrounding the heater.

The AD will affect 593 U.S.-registered DC-9-81, -82, -83, –87 and MD-88 aircraft, as well as 12 MD-90-30s. U.S. operators affected, in addition to Delta, are Alaska Airlines, American Airlines, Continental Airlines, Midwest Express Airlines, Trans World Airlines and US Airways. The total cost per aircraft is estimated at $120.

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FOR IMMEDIATE RELEASE
APA 23-01
May 24, 2001
Contact: Marcia Adams
Phone: 202-267-3462

Transportation Secretary and FAA Administrator Outline Environmental Initiatives

WASHINGTON - In an effort to reduce the time it takes to environmentally review airport runway projects, Secretary of Transportation Norman Y. Mineta and Federal Aviation Administration (FAA) Administrator Jane F. Garvey today released a report to Congress that identifies measures that will expedite the environmental process.

"A protracted environmental process is one of the barriers to providing the increased capacity at airports that can reduce airline and air traveler delays," said Administrator Garvey. "We want to reduce environmental review time lines while maintaining high standards of environmental protection. For runway projects that meet environmental protection requirements, we want to avoid unwarranted delays in giving approval."

An Environmental Impact Statement (EIS) for a major new runway currently takes between three and three and one half years, on the average, to complete. The FAA wants to reduce this time and has identified the following initiatives to speed up the environmental process:

·Establish EIS teams for major runway projects. This initiative also includes strengthening EIS teams by adding more FAA members, asking airport proprietors to contribute members, and adding EIS consultants to teams.

·Increase FAA environmental specialist and environmental attorney resources. In FY 2001, five more positions in FAA's Airports Office will be converted to environmental specialist positions. FAA also is developing a reimbursable agreement for airports interested in paying for extra staff for expedited EIS reviews.

·Maximize consultant resources to perform more EIS tasks. The FAA will use existing third party EIS contract procedures to have consultants perform such tasks as direct assistance to the FAA project manager on EIS coordination and administrative work, research and advice on special environmental issues and correspondence.

·Shorten environmental paperwork by using more categorical exclusions for projects with minimal impacts and by reducing the size of EISs and Findings of No Significant Impacts. The FAA will

get back to basics by preparing analytical rather than encyclopedic EISs, concentrating on significant issues and impacts, writing EISs in plain language, reducing technical material in the body of EISs and setting time limits.

·Improve federal interagency coordination and cooperation on environmental reviews for airport projects and on the issuance of environmental permits. This initiative also aims to improve federal/state coordination with the assistance of the National Association of State Aviation Officials.

·Issue a "Best Practices" guide for EIS management and preparation. Skilled approaches to EIS technical analyses, procedures and coordination can reduce problems and delays. This guide will include practices that are the responsibility of the airport proprietor and EIS consultants, as well as those of the FAA. The best practices guide will be available to everyone on FAA's Web page in early summer 2001.

These initiatives notably involve "working smarter," rather than cutting corners as some environmental interests have feared. The FAA cautions that no one measure is a silver bullet and that each runway project has unique factors that dictate different environmental review times lines. However, taken together, the FAA's initiatives will cumulatively have a positive effect on environmental processing time.

These are not the only measures that might eventually be adopted. Other ideas that may receive further consideration include a broader use of airport revenue for environmental mitigation, more flexible use of federal noise funding for airport expansion, noise mitigation and for community noise planning and projects, alternate ways of funding EIS team resources and elimination of duplicative state air and water quality certifications.

The report also highlights the critical role that local consensus plays in the building of new runways and the importance of reducing the environmental impacts of aviation to respond to communities quality-of-life concerns. Americans expect and demand a national air transportation system that can move large numbers of people and goods safely and conveniently. At the same time, local environmental opposition to airport expansion has risen in recent years. The FAA stresses its commitment to continue to foster and support environmental mitigation to benefit communities around airports and to help ease the environmental constraints on airport growth.

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

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FOR IMMEDIATE RELEASE
APA 24-01
May 24, 2001
Contact: Tammy L. Jones
Phone: 202-267-3462

The FAA is Set To Modernize Air Traffic Control Over the Oceans

WASHINGTON, D.C. - In anticipation of awarding a contract in June, the Federal Aviation Administration (FAA) has selected Lockheed Martin Air Traffic Management to proceed to contract negotiations following a robust, international competition to replace the air traffic control automation system at three Air Route Traffic Control Centers.

The Advanced Technologies and Oceanic Procedures (ATOP) contract calls for the replacement of oceanic systems at the Anchorage, New York and Oakland centers, which handle air traffic in international airspace over the Pacific and Atlantic Oceans.

The new oceanic system will collect, manage, and display oceanic air traffic data, including electronic flight-strip data, on the computer displays used by air traffic controllers. The new system will integrate capabilities, such as flight data processing, radar data processing, automatic dependent surveillance, controller-pilot data link and conflict probe. The new system is expected to result in efficiency improvements, fuel savings for the airlines and better on-time performance for air travelers. ATOP will allow more planes to fly preferred routes.

Oceanic air traffic control differs from domestic air traffic control largely because there is no radar tracking of aircraft and no direct radio communication. Oceanic air traffic controllers must rely on other sources of aircraft position information. This data includes voice position reports from pilots derived from on-board navigation systems that include the Global Positioning System and communications satellite information.

The ATOP contract will provide a modernized oceanic air traffic control automation system including, installation, training, procedural development support and lifecycle system maintenance. The contract also allows for pre-planned product improvements over the system lifecycle.

During a competitive 18-month process, a team of FAA experts from different disciplines conducted a thorough analysis of products available in the worldwide air traffic control marketplace.

The FAA concluded that Lockheed Martin offered the best value and acceptable development risk. Lockheed Martin's proposed

system is based on the system currently used by New Zealand for oceanic air traffic control and the Department of Defense and FAA's Microprocessor Enroute Automated Radar Tracking System. The Lockheed Martin proposed system will be modified to handle the busier and more complex U.S. airspace.

The ATOP evaluation teams were composed of controllers and maintainers of the current system; and subject matter experts in risk areas such as human factors, system security, system

The FAA will sign agreements with the National Air Traffic Controllers Association and the Professional Airways Systems Specialists about specific modifications necessary for introduction of the vendor's system into the FAA operational environment. These changes, identified during the evaluation portion of the acquisition process, will be included in the contract.

The FAA expects to award a firm fixed price contract after final negotiations with Lockheed Martin are completed in June.

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

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

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FOR IMMEDIATE RELEASE
APA 25-01
May 29, 2001
Contact: Fraser Jones
Phone: 202-267-3462

FAA Approves New Alert System to Help Prevent Runway Accidents

WASHINGTON- After extensive testing, the Federal Aviation Administration (FAA) announced today that it will begin using an alert warning system at the country's 34 busiest airports to help prevent runway accidents. Already in use at San Francisco and Detroit, the Airport Movement Area Safety System (AMASS) provides air traffic controllers with visual and aural alerts of potential runway accidents caused by runway incursions.

"This new tool provides passengers an extra margin of safety on the runway," said Administrator Jane F. Garvey. "While technology like AMASS is crucial, the FAA believes that heightening and maintaining the awareness of pilots, controllers, and airport vehicle operators through education is the best way to improve runway safety."

The AMASS is an enhancement to the Airport Surface Detection Equipment Model 3 (ASDE-3) radar. The system works by processing surveillance data from the ASDE-3, the airport surveillance radar, and the terminal automation system. It then determines conflicts based on the position, velocity and acceleration of airborne arrival aircraft with ground-based aircraft and vehicles. Currently, 33 major airports have commissioned the ASDE-3, which enables controllers to observe airport surface movements, particularly at night and when visual observation is impaired by bad weather.

Maintenance and oversight of the AMASS will be transferred from Washington headquarters to FAA facilities in San Francisco and Detroit in June. The remaining 32 airports are scheduled to have the system in operation by the end of 2002. Developing AMASS into a useful, reliable warning system to meet user requirements has been an extremely complex technical challenge. The AMASS is comprised of two subsystems, one built by Northrop Grumman Systems Corp. Norden Systems, and the other built by Dimensions International, Inc.

In its continuing effort to improve runway safety, the FAA is working closely with the aviation community to promote and support increased education, training and awareness for pilots, controllers, airport personnel, and vehicle operators.

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FOR IMMEDIATE RELEASE

-

May 31, 2001
Contact: Drucella Andersen
Phone: 202-267-9425

Media Advisory

WHAT: Launch of New Information Service for Airline Passengers through CNN's Airport Network

WHO: John L. Mica, Chairman,
US House Aviation Subcommittee

Tom Johnson, Chairman, CNN NewsGroup

Jane F. Garvey, Administrator,
Federal Aviation Administration

Charles Barclay, President,
American Association of Airport Executives

WHERE: Delta gate area of Terminal B at Reagan National Airport. Media should park in Garage B and take the bridge over to Terminal B. It will be necessary to go through the Delta security screening area to reach the end of the pier where the event will take place. Live TV trucks may be parked adjacent to the terrace on the ticket counter level.

For questions about parking or getting to the location of the press conference, please call Tara Hamilton or Tom Sullivan at 703-417-8370.

WHEN: Tuesday, June 5, 2001, 11:00 a.m.

FOCUS:

·To demonstrate the new CNN Airport Network ticker service giving airline passengers updated information regarding location and length of delays. The service is based on real-time airport status information from the FAA's Command Center.

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

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FOR IMMEDIATE RELEASE
APA 26-01
June 5, 2001
Contact: Drucie Andersen
Phone: 202-267-9425

Information on Delays Now available on CNN Airport Network

WASHINGTON - Immediate information on airport delays will begin airing today as a "ticker" on the bottom of screens on CNN Airport Network. In an effort to provide timely airport delay status information to travelers, House Aviation Subcommittee Chairman John Mica (R-FL), Federal Aviation Administrator Jane F. Garvey, the CNN News Group Chairman and CEO Tom Johnson, and American Association of Airport Executives (AAAE) President Charles Barclay jointly announced this timely new information service for passengers.

The airport delay information comes directly from the Federal Aviation Administration's (FAA) Air Traffic Control System Command Center web site, www.fly.faa.gov, which provides real-time airport status information. Passengers should continue to check with their airline for specific flight information. The new CNN service will provide a ticker that will read: "FAA airport delay advisory" and "Check with your airline for details." It will then scroll the city/airport name, the airport's abbreviation code and the delay time. If there are no delays greater than 60 minutes, the ticker will not appear.

"I am pleased that CNN and the FAA cooperated to create a service to keep airline passengers updated about delays. This is a great example of how the government can work with industry to make the traveler's experience a better one. Information about delays is critical to traveling passengers and this will be a great assistance in helping passengers plan their travel," said Chairman Mica.

"Chairman Mica and Secretary of Transportation Mineta must be applauded for their leadership on this project," said Garvey. "As a

information from the FAA's Command Center. We are committed to providing travelers with the most current information so they may make informed decisions."

"CNN is pleased to be playing such an important role in getting valuable airport delay information from the Federal Aviation Administration directly to the traveler," said Johnson.

"A lack of information only compounds the frustration passengers
experience when they are stuck at the airport because of a delayed or cancelled flight," said Barclay. "Thanks to the leadership of Chairman Mica and Administrator Garvey, and to the
cooperation of CNN Airport Network, this summer millions of passengers will have access to additional, real-time information about the aviation system's status."

The list of major airports and their abbreviation codes on the ticker
will include: Atlanta (ATL), Baltimore (BWI), Boston (BOS), Charlotte (CLT), Chicago (ORD), Cincinnati (CVG), Cleveland (CLE), Dallas/Fort Worth (DFW), Denver (DEN), Detroit (DTW), Houston (IAH), LaGuardia (LGA), Las Vegas (LAS), Los Angeles (LAX), Miami (MIA), Minneapolis (MSP), Newark (EWR), New York (JFK), Orlando (MCO), Philadelphia (PHL), Phoenix (PHX), Pittsburgh (PIT), Reagan National (DCA), Salt Lake City (SLC), San Francisco (SFO), Seattle (SEA), St. Louis (STL) and Washington Dulles (IAD).

CNN Airport Network is the only live, satellite-delivered television service that provides up-to-the-minute news and information to the
traveling public. Launched in 1992, the service is now offered in 35 of the nation's busiest airports, covering more than 1,600 gates
and other viewing areas.

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

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FOR IMMEDIATE RELEASE
APA 27-01
June 5, 2001
Contact: William Shumann
Phone: 202-267-3883

MEDIA ADVISORY - News Conference on FAA's Operational Evolution Plan

WASHINGTON - Federal Aviation Administration Acting Deputy Administrator Monte Belger will hold a news conference at 9 a.m. Wednesday, June 6, on the agency's Operational Evolution Plan. The conference will be in Room 9 AB at FAA Headquarters, 800 Independence Ave. SW.

Belger will describe the FAA's 10-year implementation plan that addresses the growing gap between demand and capacity in the air transportation system. There will be no cameras permitted at the news conference itself, but Belger will be available for on-camera interviews afterwards.

Accredited reporters who wish to listen to the conference instead of attending it should call (202) 267-3883 to obtain the telephone number for calling in.

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

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 27-01
June 6, 2001
Contact: William Shumann
Phone: 202-267-3883

FAA Unveils Cooperative Ten-Year Plan To Expand Capacity, Manage Delays

WASHINGTON -- The Federal Aviation Administration (FAA) unveiled today an operationally oriented plan that addresses the growing gap between demand and capacity in the air transportation system. FAA Administrator Jane F. Garvey called the plan a first because it integrates and aligns the agency's activities with those of the aviation industry and users of the system.

"This far-reaching plan grew out of systematic collaboration with the airlines, airports and other members of the aviation community and also reflects a coordinated effort within the FAA," Garvey said. The Operational Evolution Plan (OEP) is the FAA's commitment to meet the air transportation needs of the United States for the next ten years. It focuses on maintaining safety, increasing capacity and managing delays.

The OEP calls for:

- Expanding implementation of area navigation (RNAV) procedures;
- Completing the Wide Area Augmentation System (WAAS) of satellite-based navigation;
- Introducing datalink to reduce voice communications between pilots and controllers, and
- Reducing vertical separation of aircraft at high altitudes from 2,000 feet to 1,000 feet.

Calling the OEP "a fundamental change in the way we do business," Garvey said it calls for specific commitments and schedules on the part of the FAA and also requires the agency's partners in aviation, particularly the airlines, to make significant investments in aircraft avionics and pilot training. That is why the FAA has worked diligently to get broad industry support for the plan. The agency held numerous meetings with industry and received a significant number of comments that have been incorporated into the OEP, she said.

The plan lays out specific tasks to be accomplished in the near-term (2001 and 2002), mid-term (2002 to 2004) and long term (2005 to 2010). The FAA and the industry consider the OEP to be an evolving document that will be modified, particularly to incorporate new technologies as they emerge.

An extensive summary of the plan is available at www.caasd.org.

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

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FOR IMMEDIATE RELEASE

APA 30-01
June 6, 2001
Contact: Fraser Jones
Phone: 202-267-3883

FAA to Discuss LaGuardia Demand Management Options

WASHINGTON - Federal Aviation Administration officials will brief reporters today on the notice inviting industry comments on options under consideration to better manage aircraft congestion at New York's LaGuardia Airport.

To be published in the Federal Register, the options offer long- and short-term measures to address congestion at LaGuardia, which recently has accounted for as much as 25 percent of delays nationwide.

WHO: Louise Maillett, FAA Acting Assistant Administrator for Policy, Planning, and International Aviation
WHAT: Briefing on LaGuardia Demand Management Options
WHEN: Noon, Wednesday, June 6
WHERE: FAA Headquarters, 9th floor, Room 9 AB
800 Independence Ave., S.W.
Washington, D.C. 20591

This session is for accredited news media only. Members of the press unable to attend can participate by phone. Call 202-267-3883 for the passcode.

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

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FOR IMMEDIATE RELEASE

APA 31-01
June 11, 2001
Contact: Tammy L. Jones
Phone: 202-267-3462

ATC Modernization Forum in Memphis

Media Advisory

The Federal Aviation Administration, FedEx Express, and the Cargo Airlines Association are holding a one-day modernization forum at the Peabody Hotel and Memphis International Airport in Memphis on June 13. The event will showcase the continued progress of the FAA Safe Flight 21 program, and the development, installation and use of the Global Positioning System Local Area Augmentation System (LAAS) installed at Memphis International Airport.

The technologies that will be demonstrated at the forum are important pieces of FAA's Operational Evolution Plan, our ongoing implementation blueprint for the next 10 years. The day will begin with a panel of speakers from the FAA and FedEx at the hotel, and conclude with demonstrations of the equipment at the airport.

The Safe Flight 21 demonstrations will include an operational demonstration of cockpit surface moving map technology on aircraft-installed avionics. The demonstration will be conducted on the FAA's Boeing 727 research aircraft and will include a live taxiing scenario intended to highlight the effectiveness of this tool in improving runway safety in the near future.

Participants will see a cockpit display of traffic information depicting the aircraft's own position and other Automatic Dependent Surveillance-Broadcast (ADS-B) aircraft and vehicle targets on the display. The

targets will overlay the Memphis Airport surface moving map, showing traffic information that a pilot would see in the cockpit.

The FAA's Boeing 727 has 16 airline-style seats in the passenger compartment, and a large-screen, formatted display for easy viewing by the participants. Passengers will be able to follow the progress of the aircraft as it taxis on the airport surface, relative to the display of traffic information.

Four taxi demonstrations are planned that will last approximately 30 minutes each. FAA technical experts will provide explanations of the equipment and displays during the taxi operations and will be available to answer questions.

-Continued-

The Memphis Air Traffic Control Tower facility will host a live, side-by-side demonstration of current and future control tower surface situation display capabilities.

Participants will see a comparison of today's existing Memphis Airport Surface Detection Equipment Model 3 (ASDE-3) radar system, and the next generation ASDE Model X (ASDE-X) system, which incorporates new multilateration and ADS-B technology. The new system provides significant improvements, including the provision of target track identification and aircraft data block information to tower controllers that was unavailable with previous radar-based systems. Engineers familiar with the display equipment will be able to provide background information as well as answer questions on the new systems.

As a member of the FAA Government Industry Partnership team, FedEx has played a major role in getting the LAAS implemented at Memphis. The installation of the Honeywell/Pelorus SLS-3000 LAAS ground station was completed in February 2001, and Memphis is the first airport where both LAAS airborne and ground equipment are

co-located. A FedEx Boeing 727-200 aircraft is equipped with Rockwell Collins multi-mode receivers that use the signals broadcast by the Honeywell/Pelorus ground station. Participants will be able to view the landing of the FedEx B727 equipped with the LAAS technology, as well as observe the ground station during a tour. The initial flight activities are providing valuable operational flight information needed for system validation.

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

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FOR IMMEDIATE RELEASE
APA 33-01
June 13, 2001
Contact: Henry J. Price
Phone: 202-267-3462

Media Advisory

WHO: U.S. Secretary of Transportation Norman Y. Mineta, US. Federal Aviation Administration (FAA) Administrator Jane F. Garvey, and Eurocontrol Director General Victor Aguado

WHAT: Press Conference Regarding Aviation Congestion and Infrastructure Improvements in Europe and the United States of America

WHEN: Tuesday, June 19 at 11 a.m.

WHERE: The Paris Air Show, U.S. Department of Commerce Pavilion, Hall 3, Stand C8-1

NOTE: The event is open to all reporters credentialed for the Paris Air Show. Following the brief presentations by Mineta, Garvey and Aguado, FAA and Eurocontrol officials ask that media questions be limited to the subject of the press conference. Individual interviews on other matters related to aviation can be set up by calling the FAA at (202) 267-3883 or Eurocontrol at 322-729-9011.

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

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FOR IMMEDIATE RELEASE
APA 34-01
June 15, 2001
Contact: Henry J. Price
Phone: 202-267-3462

Media Advisory Update

WHO: U.S. Secretary of Transportation Norman Y. Mineta and Eurocontrol Director General Victor Aguado

WHAT: Press Conference Regarding Aviation Congestion and Infrastructure Improvements in Europe and the United States of America

WHEN: Tuesday, June 19 at 11 a.m.

WHERE: The Paris Air Show, U.S. Department of Commerce Pavilion, Hall 3, Stand C8-1

NOTE: The event is open to all reporters credentialed for the Paris Air Show. Following the brief presentations by Mineta and Aguado, FAA and Eurocontrol officials ask that media questions be limited to the subject of the press conference. Individual interviews on other matters related to aviation can be set up by calling the FAA at (202) 267-3883 or Eurocontrol at 322-729-9011.

UPDATE: Due to scheduling conflicts, U.S. Federal Aviation Administration (FAA) Administrator Jane F. Garvey cannot attend the event.

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

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FOR IMMEDIATE RELEASE
APA 35-01
June 20, 2001
Contact: Fraser Jones
Phone: 202-267-3883

Media Advisory - FAA to Release Runway Incursion Risk Categories

WASHINGTON - Federal Aviation Administration director of Runway Safety Bill Davis will brief reporters today on a report that divides 1,369 runway incursions into four risk categories.

The report shows that the number of highest risk incursions leveled off between 1997 and 2000, but that the total number of incursions grew because of an increase in low-risk incursions.

The report will be available today at the newsroom site on the FAA's home page at www.faa.gov

BACKGROUND: The first step in analyzing runway incursion trends was to establish runway incursion categories that more accurately represent the inherent risk or severity associated with each incident. This study assessed both the national and airport-level trends of runway incursions. Each runway incursion event was 're-constructed', analyzed, and classified into one of the four runway incursion categories.

WHO: Bill Davis, FAA Director of Runway Safety
WHAT: Briefing on Runway Incursion Risk Categories
WHEN: 11 a.m., Wednesday, June 20
WHERE: FAA Headquarters, 9th floor, Room 9 AB
800 Independence Ave., S.W.
Washington, D.C.

This session is for accredited news media only. Members of the press unable to attend can participate by phone. Call 202-267-3883 for the call in number.

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

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FOR IMMEDIATE RELEASE

APA 36-01
June 21, 2001
Contact: Laura Brown or Fraser Jones
Phone: 202-267-3883

FAA Releases Runway Incursion Risk Categories

WASHINGTON - As part of an ongoing effort to increase runway safety and target safety resources, the Federal Aviation Administration (FAA) has established four risk categories to capture the severity of runway incursions. A new report that analyzed the 1,369 runway incursions reported from 1997 through 2000 shows that 81 percent of the incursions fell into the two lowest risk categories.

The report found that the number of high-risk incursions leveled off during the four-year period, but total incursions rose as the number of less severe incidents increased.

"Reducing runway incursions is one of our highest priorities," said FAA Administrator Jane F. Garvey. "For the first time we have classified incursions by risk. This allows us to target resources and solutions to help turn the tide on runway incursions."

Working with members of the aviation community, the FAA has installed new runway safety technology, has stepped up training, education and awareness, and has improved airport markings and lighting to help reduce incursions at airports around the country. The new data will help the agency focus runway safety resources in areas where they are most needed.

Between 1997 and 2000, there were 266 million takeoffs and landings at U.S. towered airports. The 1,369 incursions that occurred during that period were distributed among 297 of the 459 airports that have control towers. The remaining 152 airports had no incursions.

A team of aviation experts reconstructed, analyzed, and placed each incursion into four categories of increasing risk. Category D incursions represent little or no risk; category C incursions provide plenty of time and distance to avoid a potential collision; a significant potential for collision exists in category B; and in the most severe category, A, the margin of safety is so low that a collision is barely avoided.

Over the four years, 7 percent of the incidents fell into the most serious category, another 12 percent were potentially serious, 35 percent allowed time to avoid a collision, and the remaining 46 percent represented little or no risk.

In doing the analysis, team members from diverse aviation backgrounds considered variables such as aircraft types, human performance, airport characteristics and environmental factors.

Improved runway incursion data collection and reporting practices will focus on why the incursion took place, so the aviation community can find the right solution for the problem.

The report also concluded that:

- Based on their proportion of total takeoffs and landings, no single aircraft operation type (commercial, general aviation, military) accounts for a significantly greater proportion of runway incursions.

- Airport volume alone is not a reliable indicator of runway incursion trends, but the 32 busiest airports accounted for 37 percent of the high-risk (category A and B) incursions.

-The most common type of incursion involved two general aviation aircraft and fell into the two lower-risk categories.

- Taking steps to reduce category C and D incursions also may prevent higher-risk incursions.

- Because the cause of runway incursions may involve a mix of aircraft types, airport layout and procedures, a measure of airport complexity should be developed to better identify what causes incursions.

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

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FOR IMMEDIATE RELEASE
APA 37-01
June 21, 2001
Contact: William Shumann
Phone: 202-267-3883

FAA Names Keegan to Lead Modernization Effort

WASHINGTON -- Charlie Keegan has been named to lead the modernization effort outlined in the Federal Aviation Administration's new Operational Evolution Plan (OEP), an industry-wide effort to address the growing gap between demand and capacity in the air transportation system. An experienced FAA manager, Keegan currently directs the Free Flight Office, which is implementing several new tools to allow controllers to move air traffic more efficiently.

"Charlie's exceptional success in leading Free Flight certainly qualifies him to take on greater responsibility in implementing the OEP," FAA Administrator Jane F. Garvey said. "He has built an extremely effective relationship with key parts of the aviation industry and with the FAA's main labor organizations." Both are key elements in implementing the OEP, Garvey noted.
Keegan describes his responsibility as ensuring that the many commitments made in the OEP actually happen. He will provide the focus and take tangible steps to implement, manage and execute the OEP. Keegan will be part of the Administrator's and Deputy Administrator's office. Robert S. Voss, currently deputy director, will succeed Keegan as director of the Free Flight Office.

Keegan has headed the Free Flight Office since its inception three years ago. Before that, he was acting director of the Air Traffic Systems Requirements Service. A 22-year veteran of the FAA and a former air traffic controller, Keegan has worked in Boston and New York as well as Washington. He holds a bachelor's degree from Daniel Webster College in Nashua, NH.

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

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FOR IMMEDIATE RELEASE
ASW 11-01
June 21, 2001
Contact: John Clabes/Roland Herwig
Phone: 405-954-7500

FORT WORTH – The Federal Aviation Administration has proposed to assess a $1 million civil penalty against American Airlines for alleged violation of Regulations dealing with battery and battery charger maintenance, and for continuing to operate an aircraft after being warned that batteries installed on it might not meet federal regulations.

[words above failed to print from web site]

The batteries in question provide electricity to power floor lighting that leads passengers to exits during an emergency evacuation of the aircraft.

The FAA said safety inspections at several American Airlines facilities revealed that incorrect chargers and chargers with broken or inoperative cables were being used to charge and store emergency exit path lighting batteries. In addition, the battery chargers had not undergone initial and recurrent maintenance checks specified in American's maintenance manuals. The FAA said that batteries serviced with these chargers were of "unknown" reliability. The same problems were found at American's main battery shop, the FAA said.

In the civil penalty letter to American, the FAA cited 197 instances were the company failed to ensure employees followed manuals. Those manuals contain procedures to follow to make sure that overhauled chargers for emergency track lighting batteries were the correct chargers and that they had been properly tested before use. Some of these violations, the FAA alleged, continued after American was advised of the infractions.

Subsequently, eight batteries of unknown serviceability were installed on one of its aircraft. The aircraft was operated on 41 revenue flights when the aircraft was not in an airworthy condition. After the FAA placed American on notice that the batteries might not meet requirements, American operated the aircraft on an additional 157 revenue flights. In fact, the FAA alleged, when the batteries were finally removed, five were discarded as unusable.

American Airlines has requested an informal conference.

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

END

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FOR IMMEDIATE RELEASE
APA 38-01
June 26, 2001
Contact: Henry J. Price
Phone: 202-267-3462

Secretary Mineta Names Leitch to Serve as FAA Chief Counsel

WASHINGTON – U.S. Transportation Secretary Norman Y. Mineta has named David G. Leitch to serve as Chief Counsel for the Federal Aviation Administration (FAA).

"With more than 15 years of legal experience in both the public and private sectors, David's counsel and advice will be of great value to the FAA as we continue to address the challenging aviation issues that lie ahead," said Secretary Mineta. "I want to welcome David aboard, and I look forward to working with him in the years to come."

Leitch has an extensive history of service. Prior to his appointment, he was a partner with Hogan & Hartson LLP, where he engaged in a diverse litigation practice with a concentration on administrative law, constitutional law, and commercial issues. Before moving to the private sector, Leitch served as deputy assistant attorney general, in the Office of Legal Counsel at the U.S. Department of Justice. He also served as a law clerk to Chief Justice William H. Rehnquist and to Circuit Judge J. Harvie Wilkinson, III, and as an adjunct professor at George Washington University Law School.

"I am honored to have been appointed to this important position and look forward to working with Secretary Mineta and FAA Administrator Jane Garvey to advance President Bush's agenda," said Leitch.

As Chief Counsel for the FAA, Leitch will serve as the top legal advisor to the Administrator of the FAA, overseeing a staff of 290 individuals located in Washington and eleven field offices. He will be responsible for all aspects of the FAA's legal activities, including the agency's regulatory program, administrative and judicial litigation, nationwide enforcement activities, legislation, and

also provide extensive legal support for the FAA's multi-billion dollar procurement program, its airports program, and ethics compliance.

Leitch earned his law degree from the University of Virginia's School of Law and his bachelor's degree from Duke University. He and his wife, Ellen, have three children and live in McLean, Virginia.

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FOR IMMEDIATE RELEASE
39-01
June 29, 2001
Contact: Alison Duquette
Phone: 202-267-3462

FAA Issues Rule on Data-Sharing Programs

WASHINGTON - As part of its ongoing efforts to encourage the flow of more safety and security data, the Federal Aviation Administration (FAA) has issued a final rule to protect voluntarily provided information from disclosure. Congress directed the FAA to protect from disclosure information that aids in improving safety and security.

"This rule will allow the FAA to collect the hard data we need to develop a much broader view of airline safety," said FAA Administrator Jane F. Garvey. "The information that will be shared with the FAA potentially could prevent incidents and accidents."

Information now available to the public under the Freedom of Information Act (FOIA), such as accident and incident reports, and inspection and enforcement records, will continue to be released to the public. The rule aims to encourage data sharing programs such as Flight Operations Quality Assurance (FOQA), which use state-of-the-art flight data recorder technology to collect and analyze data on routine flights. Airlines can collect data about everyday safety trends in their operations and share it with FAA.

The agency would then use the data to identify industry-wide safety trends, allowing the FAA to more effectively target resources and correct potential safety problems.

The rule was published in the Federal Register on June 25 and takes effect on July 25.

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