FAA News

Federal Aviation Administration, Washington, DC 20591

READ ONLY STATEMENT
Friday, November 2, 2001

FAA Approves Aircraft Relocation Plan for Select Airports and Updates Restrictions

WASHINGTON – The Federal Aviation Administration (FAA) approved aircraft relocation or "flush flights" today for 15 airports located within the temporary flight restricted (TFR) airspace surrounding nuclear sites as defined in FDC NOTAM 1/1763.

General aviation departures flying IFR and VFR can relocate with restrictions outside the TFR area Friday, November 2, between 11 a.m. and 3 p.m. EST at the following 15 airports:

Livermore Municipal, CA (LVK); Jeffco, CO (BJC); Boulder Municipal, CO (1V5); TRI County, CO (48V); Plymouth Municipal, MA (PYM); Beaver County, PA (PVI); Oconee County Regional, SC (CEU); Capital City, PA (CXY); Pryor Field Regional, AL (DCU); Groton-New London, CT (GON); Lynchburg, VA (LYH); Harrisonburg International, PA (MDT); Newport News, VA (PHF); Brunswick County, NC (SUT); Rock Hill, SC (UZA).

Pilots desiring to relocate are required to file either an IFR or VFR flight plan with a flight service station. The flight plan must provide for the aircraft to depart directly from the TFR area. Pilots are not permitted to file under DUATs or other venders.

Before permitting pilots to relocate, the airport manager shall ensure that the flight crew pilot's license and medical certificate are validated against a government photo ID (i.e., State-issued drivers license). Only passengers directly known by the crew may board the aircraft. A cursory inspection of the aircraft must be accomplished by the airport operator or fixed base operator prior to departure. Any violation of these procedures are to be reported to the local police department and the governing FAA air traffic facility as soon as possible. Where no airport traffic control tower is operating pilots are asked notify the governing Automated Flight Service Station.

Effective at 5 p.m. EST today, revised nuclear NOTAM 1/1979 will establish 13 additional TFRs around nuclear facilities bringing a total of 95 sites under the TFR. The new NOTAM removes four existing TFRs.

Pilots are advised that they have until 5 p.m. EST Friday, November 2, to relocate aircraft from airports in these 13 added TFR areas. For information on impacted airports, pilots should call their flight service station.

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 77-01
Fri., Nov. 2, 2001
Contact: Rebecca Trexler
Phone: 202-267-3462

FAA Administrator Names Busick to Serve in Top Security Post

WASHINGTON—Federal Aviation Administration (FAA) Administrator Jane F. Garvey today named retired Rear Adm. Paul E. Busick to assume the responsibilities of the associate administrator for civil aviation security.

"We've worked to heighten aviation security in this country to unprecedented levels following the horrendous terrorist attacks of Sept. 11," Garvey said. "Adm. Busick's extensive background in intelligence and transportation security will be invaluable as we continue to ensure that we're doing everything possible to keep the system secure."

Busick is an aviator who has commanded the Coast Guard Air Station in San Francisco, Calif., and the Aviation Training Center in Mobile, Ala. He has served as deputy chief of the office of law enforcement and defense operations, U. S. Coast Guard Headquarters. Following his promotion to rear admiral, he was appointed director of the Department of Transportation's office of intelligence and security where he served as the secretary's national security advisor with policy responsibility for security measures in all modes of transportation. In 1996, he joined the National Security Council as a special assistant to the president and senior director for Gulf War Illnesses. Busick left active service in June 1998.

In October 1998, North Carolina Gov. James B. Hunt Jr. named Busick president and executive director of the state's Global TransPark Authority, a business center supporting companies involved in national and international commerce. Busick was appointed to a presidential oversight board for certain Department of Defense investigations in April 2000.

Busick's military awards include the Defense Distinguished Service Medal, the Coast Guard Distinguished Service Medal, and the Legion of Merit. He has also received the Department of Transportation's Distinguished Service Award and the FAA's Extraordinary Service Medal, its highest accolade for contributions to civil aviation.

A native of Lindenhurst, New York, Busick is a graduate of the U. S. Coast Guard Academy. He holds a master of science degree in industrial administration from Purdue University and is a graduate of the National War College in Washington, D.C. Busick is married to Sarah Mullikin of West Lafayette, Ind., and has three sons—Paul Jr., Don, and Thomas.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 78-01
Nov. 5, 2001
Contact: Rebecca Trexler
Phone: 202-267-3462

FAA to Boost Security Staff

WASHINGTON—Federal Aviation Administration (FAA) Administrator Jane F. Garvey announced today the agency would begin hiring additional security employees on a temporary basis to supplement the FAA's security agent forces and to increase security in the nation's airports.

"After the horrible terrorist attack of September 11, the FAA's security workforce has faced increasing demands," Transportation Secretary Norman Y. Mineta said. "Hiring additional people to help secure our aviation system is a wise investment and one we need to make immediately"

The new employees will be hired for temporary positions not to exceed six months to provide oversight and support at screening checkpoints, to assist screeners and supervisors as necessary, to help certify screening equipment, and to ensure that security is being performed correctly. They will be deployed across the country and work under the direct supervision of FAA civil aviation security agents.

The FAA plans to recruit the employees at FAA-hosted job fairs next week in cities that will include New York, Chicago, Atlanta and Dallas-Ft. Worth. The FAA will complete hiring as quickly as possible so that employees can begin work within the next few weeks.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 79-01
DATE: November 12, 2001
Contact: Diane Spitaliere or Paul Turk
Phone: 202-267-3883

Statement on American Airlines Flight 587

1:30 p.m. Eastern Standard Time

At 9:13 a.m. American Airlines Flight 587 departed New York's John F. Kennedy International Airport. Radar contact was lost at 9:17 a.m. The aircraft crashed in the vicinity of Beach 133rd Street and Newport Ave. in the Belle Harbor section of Queens.

One engine and a wing section have been identified at separate locations near the main crash site.

The FAA issued a groundstop, prohibiting take-offs, for all airports within a 25-nautical mile radius of JFK shortly after the accident. The Port Authority of New York and New Jersey closed all three major New York airports – JFK, LaGuardia and Newark. All of those airports except JFK have been reopened and flights have resumed. Arrivals at JFK also have resumed.

An FAA plane carrying members of a National Transportation Safety Board go-team is en route to the crash site, after leaving Washington at 1:30 p.m. FAA accident investigators are also on scene.

The tail number of the aircraft is N14053. The plane was an A300-600 equipped with two GE CF6-80C2A5 engines. The aircraft was built in 1987 and was delivered to American Airlines on July 12, 1988.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 80-01
Nov. 13, 2001
Contact: Les Dorr
Phone: 202-267-3462

FAA Formally Proposes New Rudder Control System for Boeing 737

WASHINGTON -- The Federal Aviation Administration (FAA) today published a proposal to mandate installation of a new, improved rudder control system in all Boeing 737 models within five years.

Today's proposed airworthiness directive (AD) would require Boeing 737 operators to install a new rudder system, which is currently being developed by Boeing, and make any additional changes to the aircraft needed to accommodate the new system, within five years of the AD effective date.

The order would affect about 2,000 U.S.-registered airplanes at an estimated total cost of approximately $364 million. There are about 4,500 737s in the worldwide fleet. Comments on the proposed AD are due within 60 days.

"This is the climax of a multi-year effort by government and industry to improve the excellent safety record of the Boeing 737," said FAA Administrator Jane F. Garvey. "Implementing a major design change in today's airliners is never easy nor inexpensive -- but we feel this is absolutely the right thing to do."

The new design would increase the overall safety of the 737 by simplifying the rudder system and eliminating a range of previously known failure possibilities. The redesign also would make it unnecessary to have existing flight crew operating procedures and associated training unique to the 737 rudder system.

In mid-1999, the FAA established the government-industry 737 Flight Control Engineering Test and Evaluation Board (ETEB). The ETEB conducted a top-to-bottom analysis of the Boeing 737 rudder system, including possible ways the 737 rudder system could malfunction. Today's proposed AD is influenced by the ETEB findings.

The FAA already has taken many safety actions on the 737 rudder system. Last year, the agency mandated a simplified procedure for handling a jammed or restricted rudder and began training 737 pilots on the new methods. The FAA also made several maintenance changes to reduce the possibility of undetected failures.

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

A copy of the proposed airworthiness directive is available 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 81-01
Wed., Nov. 14, 2001
Contact: Alison Duquette
Phone: 202-267-3462

FAA Gives Bahamas IASA Rating of Category 1

WASHINGTON– The Federal Aviation Administration (FAA) today announced that the Bahamas complies with international safety standards set by the International Civil Aviation Organization (ICAO), giving the country a Category 1 rating following a reassessment of the country's civil aviation authority in October. The Bahamas previously did not comply with ICAO standards.

This announcement is part of the FAA's International Aviation Safety Assessment (IASA) program, under which the agency assesses the civil aviation authorities of all countries with air carriers that operate to the 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 are meeting ICAO safety standards, not FAA regulations.

Travelers may call 1-800-FAA-SURE (1-800-322-7873) for 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 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 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.

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

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

- **Category 2. Does Not Comply with ICAO Standards:** The Federal Aviation Administration assessed this country's civil aviation authority (CAA) and determined that it does not provide safety oversight of its air carrier operators in accordance with the minimum safety oversight standards established by the International Civil Aviation Organization (ICAO). This rating is applied if one or more of the following deficiencies are identified: (1) the country lacks laws or regulations necessary to support the certification and oversight of air carriers in accordance with minimum international standards; (2) the CAA lacks the technical expertise, resources, and organization to license or oversee air carrier operations; (3) the CAA does not have adequately trained and qualified technical personnel; (4) the CAA does not provide adequate inspector guidance to ensure enforcement of, and compliance with, minimum international standards; and (5) the CAA has insufficient documentation and records of certification and inadequate continuing oversight and surveillance of air carrier operations. This category consists of two groups of countries.

    - One group is countries that have air carriers with existing operations to the United States at the time of the assessment. While in Category 2 status, carriers from these countries will be permitted to continue operations at current levels under heightened FAA surveillance. Expansion or changes in services to the United States by such carriers are not permitted while in category 2, although new services will be permitted if operated using aircraft wet-leased from a duly authorized and properly supervised U.S. carrier or a foreign air carrier from a category 1 country that is authorized to serve the United States using its own aircraft.

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

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

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

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

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 82-01
Thursday, November 15, 2001
Contact: Tammy L. Jones
Phone: 202-267-3462
National Weather Service Contact: Patrick Slattery
(816) 426-7621

New Product Helps Pilots Avoid Dangerous Storms

WASHINGTON – The U.S. Department of Transportation's Federal Aviation Administration (FAA) and the National Oceanic & Atmospheric Administration (NOAA) have made available a new tool that will provide advanced storm information to pilots.

The National Convective Weather Forecast (NCWF), designed and developed by the National Center for Atmospheric Research (NCAR) in Boulder, CO., and MIT Lincoln Laboratory, in Lexington, MA., provides pilots with a plotted map depicting the current location of convective hazards and where they will be an hour later.

The NCWF combines National Weather Service radar mosaics and cloud-to-ground lightning data into a six-color hazardous weather depiction. The NCWF is available on the Internet and National Weather Service information networks and is updated every five minutes. The graphic shows current conditions and the anticipated location of convective weather an hour into the future. The advanced storm information will make it easier for commercial and private pilots to chart their way around weather hazards in the United States. The system is now in use.

NOAA's Aviation Weather Center has been running NCWF as an experimental product for the past 16 months and now considers it a full-fledged and reliable aviation weather forecast product. "We anticipate the NCWF will be a great value to pilots in planning and executing their flight routes by showing the quickest and easiest ways to avoid turbulent weather," Aviation Weather Center Acting Director Jack May said.

"As a private pilot, I greatly appreciate the value the NCWF adds to my decision-making process. Its timeliness and ability to help narrow down airspace that I should try to avoid because of potentially hazardous thunderstorms and turbulence are extremely valuable to me," said Don Stadtler, FAA integrated product team leader for weather and flight service systems.

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Pilots, federal aviation weather briefers, air traffic control specialists, and airline dispatchers who routinely make operational decisions associated with thunderstorm hazards will use the NCWF. It is designed to filter out brief, small-scale storms that are not a hazard to aviation or are not likely to persist for an hour. On-board radar equipment and National Weather Service radar images help pilots and controllers detect and avoid those small-scale storms.

The FAA Aviation Weather Research Program sponsors development of the National Convective Weather Forecast. The Convective Weather Product Development Team consists of individuals from MIT Lincoln Lab, NCAR and the Aviation Weather Center.

The National Convective Weather Forecast may be viewed on the Internet at http://cdm.awc-kc.noaa.gov/ncwf

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

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

FOR IMMEDIATE RELEASE
APA 83-01
November 16, 2001

Phone: 202-267-3883(FAA)/703-481-4440(ALPA)

Government and Industry Issue Tips for Holiday Travelers

WASHINGTON-The Department of Transportation (DOT), the Federal Aviation Administration (FAA), and the Air Line Pilots Association, International (ALPA) today issued a new brochure, "America Flies," to help the flying public prepare for the busy holiday travel season.

"Since the horrible attack of Sept. 11, we've heightened aviation security in this country to unprecedented levels," said FAA Administrator Jane F. Garvey. "This new brochure will let passengers know what to expect at the airports and how to pack to help them pass through all the additional security more quickly."

"We're pleased to partner with the federal government on this program because we believe it empowers our valued customers with information, and enlists them as participants in the effort to enhance air-travel security," said Captain Duane Woerth, ALPA's president. "Pilots and crewmember have a special kinship with passengers, sharing a common experience and fate aboard our

will distribute this brochure to passengers at our nation's airports."

The FAA has significantly increased security for every aspect of air travel in the wake of the terrorist attacks. Most of these measures cannot be made public for security reasons, but they include continuous use of FAA-certified systems for screening checked bags, dramatically increased numbers of Federal Air Marshals on flights around the world, the prohibition of all cutting instruments, and additional scrutiny of all bags and passengers. Passengers may also notice increased patrols of police and FAA canine teams, as well as larger numbers of the National Guard throughout the airport.

The brochure advises passengers to arrive early, keeping in mind that parking and curbside access may be limited and that heightened security will take additional time. Carry-on bags are strictly limited to one bag and one personal item, and dangerous items of all sorts-including knives and cutting instruments of any kind-are strictly prohibited unless packed in a checked bag. Passengers should leave gifts unwrapped since it is possible they may have to be unwrapped by security personnel. Checked bags are likely to be screened by an explosives detection system that may cause damage to film, so passengers should pack film in their carry-on bags.

FAA security agents will be working to ensure that airports and airlines carry out all required security measures correctly and consistently at every airport, for every flight. As always, passengers can do their part by remembering to pack with security in mind and by reporting any suspicious activity or unattended bag to the nearest airport or airline representative.

For a copy of the brochure, check the FAA web site at www.faa.gov or the ALPA website at www.alpa.org. The FAA is working with the American Society of Travel Agents to distribute the brochure to travel professionals around the country while ALPA pilots hand them out directly to passengers.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 85-01
Tuesday, December 4, 2001
Contact: Fraser Jones
Phone: 202-267-3883

FAA FREE FLIGHT TECHNOLOGY USED DAILY AT KANSAS CITY CENTER

WASHINGTON, D.C. – The Federal Aviation Administration (FAA) today announced the expanded use of a technology that will improve the efficiency and capacity of the U.S. aviation system by allowing pilots to select more direct routes to their destinations.

The User Request Evaluation Tool (URET) began daily use today at the Kansas City, MO, En Route Traffic Control Center. This new software is part of the FAA's free flight program.

"When the industry came to us three years ago, they laid the challenge of Free Flight at our doorstep," said FAA Administrator Jane F. Garvey. "We've met that challenge. URET technology works, for the controller, the pilot, and the passenger."

URET is a hardware and software program that aids controllers in granting pilot requests to change their flight path for more direct routes or for different altitudes. The software allows controllers to look 20 minutes into the future of a flight path. If a pilot wants a more direct or different route, the controller punches in the request. The proposed route flashes green or red. Immediately, the controller is advised if the request is safe. Previously, the controller relied on paper flight strips and mental calculations. As a result of URET, pilots now receive more direct routes and the airlines are saving time and money.

Operating as a prototype, URET demonstrated in Memphis, TN, and Indianapolis airspace a savings of $1.5 million per month for the airlines. There has been an increase in direct routings there by about 20 percent. Reduction in airspace restrictions has saved $1 million per year in Indianapolis. This translates to less flying time, less fuel burned, fewer expenses and greater passenger benefits.

"The FAA is delivering on its promise to put new equipment into the hands of the controllers," said John Thornton, director of the FAA's free flight program. "Increased direct routings mean shorter flights, which benefit controllers, technicians, pilots and passengers."

URET was conceived and built by MITRE Corp., McLean, VA, and is being further developed by Lockheed Martin, Rockville, MD, for use at high altitude centers. The digital system will be deployed in Atlanta, Chicago, Cleveland, Kansas City, and Washington centers in 2002.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 86-01
Date: Thurs., Dec. 6, 2001
Contact: Rebecca Trexler
Phone: 202-267-3462

FAA to Use AAAE as Criminal Record Check Clearinghouse

WASHINGTON – The Federal Aviation Administration (FAA) has designated the American Association of Airport Executives (AAAE), a non-profit organization based in Alexandria, Va., as the clearinghouse for criminal record checks conducted on all persons with access to the secured areas of the nation's airports who have not been subjected to previous checks.

FAA Administrator Jane F. Garvey last month announced plans to conduct criminal record checks on approximately 750,000 employees with access to secured areas.

Under the public-private partnership, airlines and airports will submit employee fingerprints and a $31 per-person fee to AAAE. AAAE will forward the fingerprints to the Federal Bureau of Investigation for the criminal record check. The results will be submitted to the FAA and posted on a secure FAA website, available only to airlines and airports using their own secure access codes. Airlines and airports will only be able to view results for fingerprints they have submitted.

AAAE, in serving as the single point-of-contact for approximately 430 airports and airlines, will provide efficiencies and an expedited processing for both the federal government and industry. In addition, AAAE will provide accounting and training services, and assist the industry in purchasing electronic fingerprint equipment.

The media contact at AAAE is Spencer Dickerson (703-824-0500, ext. 130).

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 87-01
Thurs., Dec. 6, 2001
Contact: Alison Duquette
Phone: 202-267-3462

FAA Gives Republic of Korea IASA Rating of Category 1

WASHINGTON– The Federal Aviation Administration (FAA) today announced that the Republic of Korea complies with international safety standards set by the International Civil Aviation Organization (ICAO), giving the country a Category 1 rating following a reassessment of the country's civil aviation authority this month. South Korea previously did not comply with ICAO standards and was rated Category 2 in August.

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 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 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.

- more -

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

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

- **Category 2. Does Not Comply with ICAO Standards:** The Federal Aviation Administration assessed this country's civil aviation authority (CAA) and determined that it does not provide safety oversight of its air carrier operators in accordance with the minimum safety oversight standards established by the International Civil Aviation Organization (ICAO). This rating is applied if one or more of the following deficiencies are identified: (1) the country lacks laws or regulations necessary to support the certification and oversight of air carriers in accordance with minimum international standards; (2) the CAA lacks the technical expertise, resources, and organization to license or oversee air carrier operations; (3) the CAA does not have adequately trained and qualified technical personnel; (4) the CAA does not provide adequate inspector guidance to ensure enforcement of, and compliance with, minimum international standards; and (5) the CAA has insufficient documentation and records of certification and inadequate continuing oversight and surveillance of air carrier operations. This category consists of two groups of countries.

    - One group is countries that have air carriers with existing operations to the United States at the time of the assessment. While in Category 2 status, carriers from these countries will be permitted to continue operations at current levels under heightened FAA surveillance. Expansion or changes in services to the United States by such carriers are not permitted while in category 2, although new services will be permitted if operated using aircraft wet-leased from a duly authorized and properly supervised U.S. carrier or a foreign air carrier from a category 1 country that is authorized to serve the United States using its own aircraft.

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

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

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

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

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 88-01
Wed., Dec. 12, 2001
Contact: Alison Duquette
Phone: 202-267-3462

FAA Names Flight Standards Service Executives

WASHINGTON – The U.S. Department of Transportation's Federal Aviation Administration (FAA) Associate Administrator for Regulation and Certification Nicholas A. Sabatini has announced that James J. Ballough has been named director and Louis C. Cusimano has been named deputy director of the Flight Standards Service.

"Jim Ballough and Lou Cusimano are outstanding individuals with the proven ability to lead our Flight Standards work force," said Sabatini.

With more than 27 years of aviation experience, Ballough will lead an organization of more than 4,500 safety inspectors and other aviation professionals. His main focus is to set safety standards for the aviation industry and oversee regulatory compliance. Ballough joined the FAA's headquarters staff in June 2001 as acting manager of the Continuous Airworthiness Maintenance Division. Previously, he managed the Flight Standards Division in the FAA's Eastern Region, overseeing 14 field and four international offices. He also worked in the same division as an assistant division manager, technical branch manager, and principal maintenance inspector.

Prior to joining the FAA in 1986, Ballough worked for Eastern Air Lines for more than 10 years, primarily in the maintenance area. He also worked in the avionics field for Allied Bendix Aerospace in 1974.

Ballough holds an FAA mechanic certificate with airframe and powerplant ratings. He has studied at Embry-Riddle Aeronautical University; the Kennedy School of Government, Harvard University; Florida Atlantic University; and the Pittsburgh Institute of Aeronautics. He served in the United States Army from 1970 to 1973.

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Cusimano has more than 31 years of aviation experience, with 24 years at the FAA. He served as acting director of the Flight Standards Service, as well as in a variety of key

management posts. Cusimano has managed the Air Transportation Division, Certification and Surveillance Division, General Aviation Division, and Technical Programs Division, as well as the Safety Programs Division, Office of System Safety. He served as an aviation safety inspector prior to joining the Washington headquarters staff.

Cusimano has also achieved a 30-year career with the United States Air Force Reserve, attaining the rank of full colonel, and retiring as Wing Commander of the 459th Airlift Wing, Andrews Air Force Base, MD.

Cusimano holds airline transport pilot, flight engineer and flight instructor certificates with both fixed-wing and rotorcraft ratings. He earned a Bachelor of Science degree in experimental psychology from Hofstra University in 1969.

The Flight Standards Service promotes aviation safety and ensures compliance with the operations and maintenance safety standards for air carriers, commercial operators, air agencies, airmen and airwomen, and civil aircraft. It develops and recommends policies, regulations, standards and programs for the global aviation community.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 89-01
December 19, 2001
Contact: William Shumann
Phone: 202-267-3883

FAA Eases Flight Restrictions in 30 Major Metropolitan Areas

WASHINGTON -- The U.S. Department of Transportation's Federal Aviation Administration (FAA) announced that it is restoring general aviation access to airspace in 30 major metropolitan areas today. The restrictions in Class B airspace have been in place around the busiest airports in the country since September 11, 2001.

"Today's action will allow most general aviation flights to resume their pre-Sept. 11 service," U.S. Transportation Secretary Norman Y. Mineta said. "This reinforces our commitment to getting America back to business while maintaining the highest standards of safety and security."

In 27 metropolitan locations, the current restrictions will end and return to normal Visual Flight Rules (VFR) operations. In the three remaining areas – Washington, New York and Boston – increased access to the airspace will be provided, with some local restrictions around specific sensitive areas. For example, in Washington, a 15-statute-mile restricted area will be established with special accommodation for three small airports in that area.

Also, newsgathering, traffic watch, banner towing, blimp and commercial sightseeing VFR flights will be allowed to resume except where local restrictions apply.

"These are significant steps in our phased program safely and securely to restore full access to U.S. airspace," FAA Administrator Jane F. Garvey said.

As before, the FAA may impose Temporary Flight Restrictions (TFRs) over specific locations in other areas of the country in response to specific needs. Also, some restrictions remain on flights by private or general aviation aircraft registered in the U. S. and in other countries. VFR flight training is still limited to aircraft with a maximum weight of 12,500 pounds or less.

The TFRs for major professional and collegiate sporting events or any other major open-air assembly of people remain in effect. All flying continues to be prohibited within a three-nautical-mile radius of and 3,000 feet above such events, except as authorized by air traffic control.

As before, the FAA strongly urges VFR pilots flying in or near Class B airspace to check Notices to Airmen (NOTAMs) for TFRs and to call their local Flight Service Station at 1-800-WX-BRIEF before taking off.

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FOR IMMEDIATE RELEASE
90-01
December 19, 2001
Contact: William Shumann
Phone: 202-267-3883

FAA Awards Large, Long-Term Technical Support Contract

WASHINGTON - The Federal Aviation Administration (FAA) has awarded a $481.5-million, four-year contract for technical support to Parsons Corporation's Infrastructure & Technology Group of Pasadena, California. Parsons will assist the FAA in designing and building new facilities and upgrading existing ones.

The contract covers a wide range of equipment and structures that support the National Airspace System. These include computers, radars and landing aids.

The Technical Support Services Contract (TSSC) contains two three-year options that could extend it for up to ten years. If both options were exercised, the total value of the contract would be about $1.25 billion. Parsons will employ between 900 and 1,500 of its own employees as well as subcontractors.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 91-01
Thursday, December 20, 2001
Contact: Tammy L. Jones
Phone: 202-267-3462

FAA Announces Winners of the 2001 Excellence in Aviation Awards

WASHINGTON – Jane F. Garvey, administrator of the U.S. Department of Transportation's Federal Aviation Administration (FAA), has announced the selection of Dr. Max Shauck of the Baylor University Department of Aviation Sciences as the winner of this year's individual FAA Excellence in Aviation award. The National Institute for Aviation Research (NIAR) at Wichita State University is receiving this year's institutional award for continued contributions in aviation research and education.

"For more than three decades, Dr. Shauck has supported the FAA, the aviation community, and the nation's aviation goals through his applied aviation research activities and ongoing academic work," said Garvey. "Working with government, academia, and industry, he has made valuable contributions to discovering alternative fuels for this nation's general aviation fleet."

Currently chairman of Baylor University's Department of Aviation Sciences, Dr. Shauck, in collaboration with industry and the FAA, is involved in critical environmental research that is helping to reduce harmful emissions through the use of renewable clean-burning aviation fuels. His research has lead to the development and promotion of:

- environmentally compatible fuels in aviation;
- certification programs for aircraft using alternative, renewable, non-fossil fuels;
- the use of aircraft, powered by renewable fuels to monitor air pollution; and
- development of a university curriculum for the scientist-pilot program using aviation studies and flight training to motivate students to a higher level of interest in mathematics and sciences.

NIAR, established in 1988 at Wichita State University to conduct research, transfer technology, and enhance aviation education, is a core member of the FAA's Centers of Excellence in Airworthiness Assurance and in General Aviation. Faculty and students at NIAR are currently conducting 53 separate federal, state, and privately-funded research and training contracts. These projects range from short-term studies to long-term laboratory studies, field experiments, and other activities.

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According to the FAA, NIAR's ability to partner with industry, academia, and government has made it a model for cooperative aviation research in fields such as crashworthiness, composites and advanced materials, structures, aerodynamics, aircraft icing, propulsion, flight control, and human factors. In addition to its critical research activities, NIAR is training this nation's next-generation pilots, aerospace engineers, and aviation research specialists.

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

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