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FOR IMMEDIATE RELEASE

-

September 12, 2001
Contact: Chet Lunner
Phone: 202-366-4570

Airports to Remain Closed, Mineta Says

Secretary of Transportation Norman Y. Mineta has announced the Federal Aviation Administration will allow a limited reopening of the nation's commercial airspace system in order to allow flights that were diverted yesterday to continue to their original destinations.

The Secretary also announced that the FAA is temporarily extending the ground stop order imposed yesterday while additional security measures are being completed.

"Safety is always of paramount importance, and in these extraordinary times we intend to be vigilant," Mineta said. "We remain committed to resuming commercial flights as soon as possible.

"As the President said last night, these despicable terrorist attacks have shaken the foundation of our greatest buildings, but have not shaken the foundation of this great nation," the Secretary said.

"As America watches the efforts of our heroic emergency responders and rescue personnel, we keep the victims and their families in our prayers," he also said.

Mineta said the FAA would permit flights today only in special limited circumstances. Flights diverted as a result of yesterday's order will be allowed to continue to their original destination under vastly tightened security guidelines. Only passengers on the original flights will be allowed to re-board, and only after airports and airlines have implemented strict screening measures. Airlines will also be allowed to reposition empty aircraft, he said.

Mineta said a variety of stepped-up security measures will be instituted at the airports once they re-open. These measures include:

- A thorough search and security check of all airplanes and airports before passengers are allowed to enter and board aircraft.

- We will discontinue curbside check-in at the airport. We would ask that all passengers go to the ticket counters to check in.

- We will also discontinue off-airport check in. We can no longer allow passengers to check in for their flights at hotels or other

venues. Passengers must check in at the airports.

- We must reserve boarding areas for passengers only. Only ticketed passengers will be allowed to proceed past airport screeners to catch their flights.

- Vehicles near airport terminals will be monitored more closely.

"I know all Americans want us to move as quickly and prudently as possible to return our transportation system to normal," Mineta said, "and we will as soon as we can do so safely."

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FOR IMMEDIATE RELEASE

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September 13, 2001
Contact: Chet Lunner
Phone: 202-366-4570

Statement of U.S. Secretary of Transportation Norman Y. Mineta

Secretary of Transportation Norman Y. Mineta has ordered the national airspace system re-opened to commercial aviation, effective at 11 a.m. Eastern time Thursday.

The Secretary's decision was made after a series of meetings throughout the day and night Wednesday with White House and Cabinet officials, Federal Aviation Administration Administrator Jane Garvey, aviation industry leaders, as well as intelligence and law enforcement representatives.

"The re-opening of our national airspace is good news for travelers, for the airlines and for our economy," Secretary Mineta said. "But I must caution everyone that a system as diverse and complex as ours cannot be brought back up instantly. We will re-open airports and resume flights on a case-by-case basis, only after they implement our more stringent levels of security. This phased approach will assure the highest levels of safety, which remains our primary goal.

"Anyone planning on flying should check with their airline regarding the level of service and flight schedules, and be sure to allow plenty of time to deal with our new security procedures. There will be some inconveniences, but safety will be the first element of our system to be restored," the Secretary said.

On Wednesday, Secretary Mineta had approved a limited re-opening of the system, allowing aircraft diverted during Tuesday's terrorist attacks to continue to their destinations or be repositioned in anticipation of today's decision.

At the same time, he announced a series of heightened security measures, including a ban on curbside luggage check-in and off-airport passenger check-in. Before being allowed to re-open, airports must clear their terminals of people and conduct thorough searches. Once re-opened, airports will feature an increased presence of law enforcement officers, restricted access beyond the screening area and other restrictions.

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FOR IMMEDIATE RELEASE
DOT 97-01
September 14, 2001
Contact: Bill Adams
Phone: 202-366-5580

Secretary Mineta Re-Opens Skies to General Aviation

Secretary of Transportation Norman Y. Mineta has approved restoration of the next phase of national air service, allowing certain general aviation flights back into the air effective at 4:00 p.m. Eastern time today.

"Effective today, general aviation - that important segment of aviation consisting of privately owned and operated aircraft - will be allowed to resume flights operating under Instrument Flight Rules, or IFR," Secretary Mineta said. "Under IFR, certified pilots operate under direction from air traffic controllers, after filing specific flight plans with the FAA."

Temporarily, however, general aviation flights will not be allowed to fly within 25 nautical miles of New York City and Washington, D.C. Those restrictions will be kept in place until further notice as officials continue to assess the recovery situation in those cities over the near term.

The Secretary's decision today also permits the FAA to allow

rules from harm's way during the predicted approach of Tropical Storm Gabrielle within the states of Florida, Georgia, South Carolina, and Alabama.

Secretary Mineta said he is hopeful that the remaining general aviation flights, those operating under Visual Flight Rules, can resume flying later this weekend. Commercial flights were allowed to resume on Thursday, contingent upon airline and airport compliance with heightened security standards established by the Federal Aviation Administration.

"We are restoring the national airspace system in a phased manner, after careful evaluation of the safety and security issues in each sector," the Secretary said. "Again, I ask the patience of the flying public. Please remember that we are recovering from a massive disruption and widespread shock. But very soon we will work our way back to full recovery."

There are more than 200,000 privately owned and operated aircraft registered in the United States.

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FOR IMMEDIATE RELEASE
01-62
September 15, 2001
Contact: Scott Brenner
Phone: 202-267-3883

Some Aircraft to Move from Reagan National

Washington, DC - U.S. Transportation Secretary Norman Y. Mineta today announced that some commercial and general aviation aircraft currently located at Reagan National Airport will be moved to other airports.

Mineta said that the movements would occur today from 4 pm to 7 pm; and Sunday and Monday from 10 am to 4 pm. The departing aircraft cannot carry passengers and must fly under Instrument Flight Rules (IFR) using a southbound departure.

The airport will not be open for arrivals.

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FOR IMMEDIATE RELEASE
0921
September 21, 2001
Contact: Bill Shumann
Phone: 202-267-3883

VFR Flight Training

Some Restrictions Lifted on VFR Flight Training

WASHINGTON - The Federal Aviation Administration tonight lifted many of the restrictions placed on flight training operations conducted under Part 91 of the Federal Aviation Regulations. Flight training operations, along with many other elements of visual flight rules activity, have been grounded since September 11 in the wake of the attacks on the World Trade Center and the Pentagon.

Flight training operations under visual rules may be conducted in single-and multi-engine, non-turbojet aircraft of less than 12,500 pounds'maximum gross takeoff weight. The training must take place outside enhanced Class B airspace. Training for piston-powered single- and twin-engine aircraft and helicopters may be conducted from airports within enhanced Class B airspace except in and around Boston and in the areas around Washington D.C. and New York City covered by temporary flight restrictions.

Sightseeing flights under Part 91 of the Federal Aviation Regulations also may resume, but must be conducted outside enhanced Class B airspace and the restricted airspace around Washington and New York.

The Notice to Airmen lifting the restrictions will be effective at 7 a.m. Eastern Daylight Time tomorrow.

Restrictions continue to apply to Part 91 VFR operations for banner towing, news reporting, traffic watch and airship/blimps.

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FOR IMMEDIATE RELEASE
APA 62-01
September 24, 2001
Contact: Hank Price
Phone: 202-267-3883

MEDIA ADVISORY-FAA Administrator Jane Garvey to Address 33rd Session of the Intl' Civil Aviation Org in Montreal

WASHINGTON - Federal Aviation Administration Administrator Jane F. Garvey will address the 33rd Session of International Civil Aviation Organization in Montreal on aviation security at approximately 3:30 p.m., Tuesday, Sept. 25.

The ICAO is the United Nations' aviation organization and includes 187 contracting states throughout the world. This year's session will run from tomorrow to Friday, Oct. 5 and will focus on aviation security. Garvey will attend the ICAO event as the head of the U.S. Delegation.

Due to tightened security measures, all media must register for the ICAO event with an accreditation form that can be obtained through ICAO at (514) 954-8220 or (514) 954-8221.

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FOR IMMEDIATE RELEASE
APA 63-01
September 28, 2001
Contact: William Shumann
Phone: 202-267-3883

Pilots Notified of Restricted Airspace; Violators Face Military Action

WASHINGTON - The FAA today alerted civilian pilots of their responsibility to avoid restricted airspace and the procedures to follow if intercepted, in light of the Department of Defense announcement that pilots near or in restricted or prohibited airspace face a forced landing, or as a last resort, use of deadly force by military aircraft.

New security decisions stemming from the terrorist atrocities of September 11, 2001 require that additional airspace be barred to civilian aircraft. The FAA anticipates announcing new restricted and prohibited areas throughout the United States. This additional airspace will be over areas that require protection for national security reasons. New and current restricted and prohibited areas will be revised periodically. Therefore, it is each pilot's responsibility to be aware of the latest restrictions before each flight.

Earlier, pilots who flew in restricted or prohibited areas received a warning from Air Traffic Control and then faced suspension or revocation of their licenses or a fine. Now a pilot faces interception by military aircraft and then a forced landing at the first available airport. The Department of Defense has stated that deadly force will be used only as a last resort after all other means are exhausted.

In such situations, it is critical that pilots strictly adhere to the interception procedures in the Aeronautical Information Manual and follow any instructions from the military pilots and air traffic controllers.

FAA Administrator Jane F. Garvey will be sending a letter to all U. S-registered pilots to ensure that each is aware of the new procedures.

The FAA is distributing a Notice to Airmen (NOTAM) with this information. Other tools, such as the FAA's website and direct mail to airports, will also be used to contact pilots. Future NOTAMs will describe new restricted and prohibited areas and other changes in U. S. airspace. The agency will also make the many pilot groups aware of these changes.

aircraft at specified times. A prohibited area is one in which

civilian flying is prohibited at all times. The best-known example is the area over the Mall in Washington, DC that includes the White House and the Capitol.

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FOR IMMEDIATE RELEASE
APA 65-01
October 8, 2001
Contact: Paul Takemoto
Phone: 202-267-3883

FAA Advises Air Travelers on Airport, Airline Security Measures

WASHINGTON - The Federal Aviation Administration (FAA) has issued the following tips to help air travelers accommodate and assist the heightened security measures implemented since the Sept. 11 terrorist attacks. Travelers should note that they will now be limited to one carry-on bag and one personal item on all flights.

Allow extra time:

·The heightened measures require more time to properly screen travelers. Travelers should contact their airline to find out how early they should arrive at the airport.
·Take public transportation to the airport if possible. Parking and curbside access is likely to be controlled and limited.
·Curbside check-in is available on an airline-by-airline basis. Travelers should contact their airline to see if it is in place at their airport.

Check-in:

·A government-issued ID (federal, state or local) is required. Travelers may be asked to show this ID at subsequent points, such as at the gate, along with their boarding passes.
·Automated check-in kiosks are available for airlines that have appropriate security measures in place. Travelers interested in this option should check with their airline.
·E-ticket travelers should check with their airline to make sure they have proper documentation. Written confirmation, such as a letter from the airline acknowledging the reservation, may be required.

Screener checkpoints:

·Only ticketed passengers are allowed beyond the screener checkpoints, except for those with specific medical or parental needs.
·Each traveler will be limited to one carry-on bag and one personal bag (i.e., purse or briefcase).
·All electronic items, such as laptops and cell phones, may be subjected to additional screening. Be prepared to remove your laptop from its travel case so that both can be X-rayed separately.
·Limit metal objects worn on person.
·Travelers should remove all metal objects prior to passing through

the metal detectors in order to facilitate the screening process.

Items prohibited from aircraft cabins:

The following items must be placed in, or transported as, checked baggage or risk confiscation.
·Knives of any length, composition or description
·Cutting instruments of any kind and composition, including carpet knives and box cutters (and spare blades), any device with a folding or retractable blade, ice picks, straight razors, metal scissors and metal nail files
·Corkscrews
·Baseball/softball bats
·Golf clubs
·Pool cues
·Ski poles
·Hockey sticks
·When in doubt, transport item in checked baggage

Permitted items:

·Walking canes and umbrellas (once inspected to ensure prohibited items are not concealed)
·Nail clippers
·Safety razors (including disposable razors)
·Syringes (with documented proof of medical need)
·Tweezers
·Eye lash curlers

At the gate:

·Travelers must be prepared to present a valid photo identification card, along with their boarding pass.
·Travelers and their bags may be subjected to additional screening.

At all times:

·Control all bags and personal items.
·Do not bring anything onboard for another person.
·Report any unattended items in the airport or aircraft to the nearest airport or airline personnel.

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FOR IMMEDIATE RELEASE
APA 66-01
October 9, 2001
Contact: Jerry Snyder (CA)/Marcia Adams (D.C.)
Phone: Snyder 310-725-3580/Adams 202-267-3462

FAA Issues Airspace Determination Report for Marine Corps Air Station El Toro

The U. S. Department of Transportation's Federal Aviation Administration (FAA) today announced that the former Marine Corps Air Station El Toro in Orange County, CA, could operate safely as a civilian airport, although civil operations would affect air traffic efficiency in the Los Angeles basin.

"Our study has shown the civilian use of El Toro, as proposed by the Local Redevelopment Authority (LRA) of Orange County, could be conducted in a safe manner," said FAA's Western-Pacific regional administrator Bill Withycombe. "However, implementing the proposal will have an impact on the efficiency of air traffic operations in the area."

The FAA's principal involvement in the disposal and proposed civilian aviation reuse process for El Toro is to approve the Airport Layout Plan submitted by the LRA. In addition, FAA provides recommendations to the Department of the Navy on the public benefit of transferring this surplus federal property for use as a civilian airport.

FAA's analysis of the plan considered whether the proposed reuse would result in the efficient use of navigable airspace. This analysis considered the potential impact on air traffic if El Toro is used as a civilian airport.

The airspace analysis revealed that delays for north departures for an aircraft using runway 35 at El Toro were calculated to be between eight and 60 minutes. This delay range is created by the varying numbers of aircraft in the southerly arrival flow into John Wayne and Long Beach Airports.

The airspace determination does not mean:

·FAA approval or disapproval of the physical development involved in the proposal;
·FAA approval or disapproval of the plan, as submitted by the LRA or;
·FAA approval or disapproval of disposal of the base by the Department of the Navy to the LRA pursuant to the Surplus Property Act of 1944.

Any decisions regarding the establishment and development of an airport at El Toro are the responsibility of Orange County, acting

as the potential airport owner and operator of the facility.

The airspace study is available at www.awp.faa.gov

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FOR IMMEDIATE RELEASE
APA 67-01
October 10, 2001
Contact: Alison Duquette
Phone: 202-267-3462

Sabatini Named FAA Associate Administrator for Regulation and Certification

WASHINGTON - Federal Aviation Administration (FAA) Administrator Jane F. Garvey has appointed Nicholas A. Sabatini as associate administrator for regulation and certification, effective Oct. 15. Sabatini replaces Thomas E. McSweeny, who is retiring from the FAA at the end of October.

Sabatini, 65, will be responsible for the certification, production approval, and continued airworthiness of aircraft; certification of pilots, mechanics, and others in safety-related positions; certification of all operational and maintenance enterprises in domestic civil aviation; development of regulations; civil flight operations; and the certification and safety oversight of some 7,300 U.S. commercial airlines and air operators. He will oversee a work force of approximately 6,000 employees in the FAA's Washington Headquarters, nine regional offices, and more than 125 field offices throughout the world. The FAA's annual regulation and certification budget is more than $700 million.

"Nick Sabatini is a respected, proven leader," said Garvey. "His outstanding management skills and extensive aviation safety experience will be a great benefit to the American public."

Sabatini is currently the director of the FAA's Flight Standards Service. From 1990 until May 2001, he was manager of the Flight Standards Division for the FAA's Eastern Region. From 1979 to 1990, he served in a variety of aviation operations and management positions in the agency's Eastern Region, as a principal operations inspector, aviation safety inspector, manager of the Flight Standards Division Operations Branch, and assistant manager of the Flight Standards Division.

Prior to joining the FAA in 1979, Sabatini was a pilot for the U.S. Customs Service in New York. From 1958 to 1976, he was a police officer and helicopter pilot for the New York City Police Department. Sabatini served in the U.S. Army from 1956 to 1958.

ratings: airplane multi-engine land, rotorcraft-helicopter, DC-9, CE-500, BH206, EMB110, commercial privileges, airplane single-engine land, as well as flight and ground instructor certificates.

Sabatini attended the John Jay College of Criminal Justice, the

Kellogg School, Northwestern University and the Fletcher School of Law and Diplomacy at Tufts University.

Sabatini and his wife Ginny reside in Alexandria, Va.

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FOR IMMEDIATE RELEASE
APA 68-01
October 12, 2001
Contact: William Shumann
Phone: 202-267-3883

FAA Restores Private Flying in 15 Major Metropolitan Areas

Washington – The Federal Aviation Administration (FAA) announced today that private aircraft may resume flying next week in the airspace around 15 major metropolitan areas. Flights under Visual Flight Rules (VFR) may resume each morning according to the following schedule:

Monday, October 15. Houston, TX; Kansas City, MO; Memphis, TN; New Orleans, LA, and St. Louis, MO.

Tuesday, October 16. Cleveland, OH; Dallas-Fort Worth, TX; Honolulu, HI; Minneapolis, MN, and Phoenix, AZ.

Wednesday, October 17. Charlotte, NC; Cincinnati, OH/Covington, KY; Salt Lake City, UT; Seattle, WA, and Tampa, FL.

"This is another step in the FAA's phased program to restore access to U. S. airspace," FAA Administrator Jane F. Garvey said. "We expect to take additional actions to restore flying consistent with national security."

Aircraft with encoding transponders will be able to fly VFR in the Enhanced Class B airspace around these 15 areas. Pilots of aircraft with the radio capability are instructed to monitor the guard
frequency (121.5 MHz) while in Enhanced Class B airspace. Aircraft without transponders will be able to fly in Enhanced Class B if pilots first obtain a waiver. Enhanced Class B airspace is a 20-nautical-mile (22.7 statute mile) radius around a major airport and extends from the ground to infinite altitude. Current restrictions on VFR flying in the other 15 major metropolitan areas
with Enhanced Class B airspace remain unchanged.

The FAA encourages VFR pilots in Enhanced Class B airspace to fly normally and to avoid aerobatics, circling or loitering, and unpredictable flight paths. The agency also urges pilots to check Notices to Airmen (NOTAMs) and to call their local Flight Service Station at 1-800-WX-BRIEF.

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FOR IMMEDIATE RELEASE
APA 69-01
October 12, 2001
Contact: Rebecca Trexler
Phone: 202-267-3462

Mineta Sends FAA, Inspector General Teams to Audit Screening Companies

WASHINGTON - U.S. Department of Transportation (DOT) Secretary Norman Y. Mineta today announced that joint teams comprised of officials from the DOT's Federal Aviation Administration (FAA) and the Office of the Inspector General will begin auditing background checks of Argenbright Security, Inc., employees at 13 U.S. airports on Saturday, Oct. 13. Recent FAA audits of Argenbright found background check violations at these 13 airports.

"Since the beginning of the investigation, we have worked cooperatively with the Inspector General and the U.S. Attorney to ensure that our security standards are being met," said FAA Administrator Jane F. Garvey. "This is an intense continuation of that effort."

This action follows a petition filed by Assistant U.S. Attorney John Pease on Thursday, Oct. 11; with the U.S. District Court in Philadelphia that would order Argenbright officials to answer charges that they continue to violate a probation agreement regarding the hiring of screeners without appropriate background checks or training.

Early next week, separate FAA teams will begin auditing background checks of all U.S. airport security screeners, starting with those employed at the nation's 20 largest airports.

The initial 13 airports are Boston Logan International, Port Columbus International (Columbus, Ohio), Eastern Iowa (Cedar Rapids, Iowa), Dallas/Fort Worth International, Detroit Metro Wayne County, Las Vegas McCarran International, Los Angeles International, Nashville International, New York LaGuardia, Phoenix Sky Harbor International, Seattle-Tacoma International, Trenton-Mercer and Washington Dulles International.

In both cases, background checks will be audited to make sure screeners were properly hired according to FAA standards. Airlines are responsible for ensuring that screeners are hired with appropriate background checks.

FAA aviation security agents discovered during a routine inspection in January 1999 that Argenbright Security screener background check records and training records had been falsified at Philadelphia International Airport.

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FOR IMMEDIATE RELEASE
APA 70-01
October 16, 2001
Contact: Henry J. Price
Phone: 202-267-3057

Media Advisory - FAA Administrator Jane F. Garvey to Speak at National Press Club Luncheon on Oct. 17

WASHINGTON -- The Federal Aviation Administration (FAA) Administrator Jane F. Garvey will speak on Wednesday, Oct. 17 at the National Press Club. Her topic is "The New World of Civil Aviation Security."

The luncheon begins at 12:30 p.m. with the speech expected to start at 1 p.m. Following Garvey's remarks there will be a brief question and answer session with reporters and the administrator.

The event will be held in the National Press Club Ballroom, 529 14th St., N.W., 13th Floor in Washington.

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FOR IMMEDIATE RELEASE
71-01
October 21, 2001
Contact: Bill Shumann
Phone: 202-267-3883

FAA Restores General Aviation in 12 More Major Metropolitan Areas

FAA Restores General Aviation in 12 More Major Metropolitan Areas

Washington - The Federal Aviation Administration (FAA) announced today that private aircraft may resume flying this week in the airspace around another 12 major metropolitan areas. Flights under visual flight rules (VFR) may resume according to the following schedule.

Monday, October 22. Atlanta, GA; Las Vegas, NV; Los Angeles, CA; Miami, FL; and San Francisco, CA.

Tuesday, October 23. Denver, CO; Detroit, MI; Philadelphia, PA; Pittsburgh, PA; and San Diego, CA.

Wednesday, October 24. Chicago, IL and Orlando, FL.

"This is another step in the FAA's phased program to safely restore full access to U. S. airspace," FAA Administrator Jane F Garvey said. "We expect to take additional actions to restore general aviation consistent with national security."

In keeping with procedures established last week in 15 other major metropolitan areas, aircraft with encoding transponders will be able to fly VFR in the Enhanced Class B airspace around these 12 areas. Pilots of aircraft with the radio capability are instructed to monitor the guard frequency (121.5 MHz) while in Enhanced Class B airspace. Aircraft without transponders will be able to fly in Enhanced Class B if pilots first obtain a waiver. Enhanced Class B airspace is at least a 20-nautical-mile (22.7 statute mile) radius around a major airport and extends from the ground to 18,000 feet.

Current restrictions on VFR flying in three other major metropolitan areas - Boston, New York and Washington, DC - remain unchanged.

The FAA encourages VFR pilots in Enhanced Class B airspace to fly normally and to avoid aerobatics, circling or loitering, and unpredictable flight paths. The agency also urges pilots to check Notices to Airmen (NOTAMs) and to call their local flight Service Station at 1-800-WX-BRIEF before taking off.

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FOR IMMEDIATE RELEASE
72-01
October 22, 2001
Contact: Les Dorr
Phone: 202-267-3462

FAA Proposes Fines Totaling $667,050 Against America West

WASHINGTON - The Federal Aviation Administration (FAA) is proposing two civil penalties against America West Airlines for alleged maintenance violations and allegedly flying numerous aircraft in violation of Federal Aviation Regulations.

A proposed fine of $317,050 covers America West's use of improper bolts in maintaining the elevator systems of 13 aircraft. The fine also addresses operation of those aircraft in violation of the regulations on more than 1,800 passenger-carrying flights, including 1,605 flights after America West was aware that it had used bolts of an unauthorized size. The alleged violations occurred in May and June 1999.

A second proposed fine of $350,000 covers America West's operation of numerous aircraft in violation of FAA regulations. One plane made 1,847 passenger-carrying flights after a fuel line was improperly repaired. The airline also flew thousands of passenger-carrying flights using numerous other aircraft that had not been modified in accordance with 11 separate FAA airworthiness directives. The alleged violations occurred between November 1997 and September 2000.

America West has 15 days from the time it receives the FAA's civil penalty letters to respond.

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

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FOR IMMEDIATE RELEASE
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October 23, 2001
Contact: Alison Duquette
Phone: 202-267-3462

Fact Sheet: Weather Information and Equipment

The FAA works closely with the National Weather Service (NWS) and Department of Defense (DoD) to improve the quality of weather products and technology. NWS meteorologists staff FAA en route centers, providing real-time weather information, short-term weather forecasts and relay of longer term weather forecast to air traffic controllers. The FAA, airlines and the NWS have access to many of the same weather products.

As part of the FAA's Flight Information Services (FIS), digital weather in the cockpit provides situational awareness advisories to aviation pilots operating in both VFR and IFR conditions. FIS provides real time weather updates to help pilots make decisions regarding hazardous weather, routing, and diversions. Industry is exploring data transmittal technologies that have the potential to provide a diverse set of services that may exceed the basic services of the FAA FIS system

Weather Equipment and Products

Low Level Windshear Alert System (LLWAS)
* LLWAS detects winds, wind gusts and wind shears 50-150 feet above airport surface.
* Provides audible and visual wind shear alerts to air traffic controllers, who relay information to pilots in arrival and departure phases of flight.
* LLWAS has six sensors (or anemometers) strategically placed around airport and runways. Wind difference of 13 knots from one sensor to another triggers wind shear alert.
* LLWAS-2 provides wind shear protection at top 110 high-traffic airports. Little Rock has the latest LLWAS technology currently available in the United States
* Upgraded version of LLWAS-2 to be installed at 40 other locations. LLWAS-Relocation-Sustainment (LLWAS-RS) will display microburst alerts in addition to wind shear alerts currently displayed by LLWAS-2.

Automated Surface Observing System (ASOS)
* ASOS issues minute-by-minute weather observations reporting: pressure; altimeter settings; temperature; dew point; visibility up to and including 10 miles; wind; basic present weather information, type, and intensity (e.g., rain, snow); precipitation accumulation; and sky condition (ceiling).
* ASOS is joint FAA-NWS-DoD project deploying more than 990

systems nationwide and in U.S. territories. Approximately 570 FAA-sponsored and 313 NWS-sponsored installations at airports. ASOS operational at Little Rock.

Next-Generation Doppler Radar (NEXRAD - WSR-88D)
* NEXRAD designed for weather surveillance above 10,000 feet and over very long distances. System jointly purchased and operated by FAA, NWS and DoD.
*Little Rock NWS Weather Forecast Office (WFO) uses information from NEXRAD located 7 miles north of the Little Rock airport, as well as NEXRADs from Fort Smith, Ark., Springfield, Mo., Memphis, Tenn., and Shreveport, La for overlapping coverage.
* Little Rock NWS WFO provides aviation weather service for its specific area of responsibility. Also provides advice and consultation to NWS meteorologists or FAA weather coordinator at en route centers.
* Aviation Weather Center (AWC) in Kansas City, Mo., issues aviation area forecasts and in-flight advisories. Also provides information on significant atmospheric pressure and pressure trend events to the Air Traffic Control System Command Center for relay to appropriate NWS meteorologist or FAA weather coordinator at en route centers.

Runway Visual Range (RVR)
* RVR equipment calculates horizontal distance a pilot in a moving aircraft should see looking down runway from approach end.
* Reading based on sighting of either high-intensity runway lights or on visual contrast of other targets, whichever yields the greater visual range. Measurement reported in hundreds of feet.

is 1 1/2 miles or less and/or RVR reading is 6000 feet or less.

Color Weather Displays
* Display System Replacement (DSR) consoles installed in all FAA en route centers will let controllers see color-coded weather information directly on display screen when software development for WARP to display NEXRAD weather data is complete.
* ARTS Color Display terminals and Standard Terminal Automation Replacement System (STARS) equipment, being installed in Terminal Radar Approach Control facilities (TRACONs), both feature similar color weather display capabilities.

Terminal Doppler Weather Radar (TDWR) or Weather Systems Processor (WSP)
* One system or another to be installed at 79 locations.
* Systems provide wind shear alerts, microburst alerts, gust front and thunderstorm movement and display six levels (intensities) of weather precipitation.
* Little Rock is medium-density airport lacking weather or volume of traffic to warrant TDWR installation.

Integrated Terminal Weather System (ITWS)
* Developmental program based on off-the-shelf hardware.
* ITWS acquires data from FAA equipment such as LLWAS, TDWR, ASR-9 radar, airport terminal area radar, ASOS, Automated Weather Observing System (AWOS), NEXRAD, and other weather sensors, as well as from aircraft.
* ITWS to provide air traffic personnel with immediately usable weather information. Products include terminal area weather and near-term (10-20 minute) forecasts of significant weather phenomena.

Weather and Radar Processor (WARP)
* Air Route Surveillance Radar weather channel at FAA en route facilities to be replaced with data received from the 164 Next-Generation Weather Radars operational throughout the country, including Alaska, Hawaii and Puerto Rico.
* WARP will displays three levels of precipitation intensity on DSR for controller use
* WARP will give MWS meteorologists at centers additional weather analysis and forecasting products.

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FOR IMMEDIATE RELEASE
*

October 23, 2001
Contact: Alison Duquette
Phone: 202-267-3462

Fact Sheet: Pilot Flight Time and Rest

Ensuring that all pilots, especially those on reserve duty, receive adequate rest is key to maintaining a safe aviation system. The rules on pilot flight time and rest have evolved along with advances in commercial air travel. The current rules are fundamentally sound but need to be updated. The FAA has had continuous discussions with the pilot and airline communities and is now in the final stages of drafting a new proposal that will keep pace with a dynamic aviation industry and ensure that scheduled and reserve pilots receive adequate rest.

Regulations limiting flight time and pilot rest have been in place since the 1940s. Current FAA regulations impose an eight-hour limit for a pilot's flight time during a 24-hour period, provided the pilot has had at least eight continuous hours of rest during the

24-hour period, the next rest period must be lengthened to provide for the appropriate compensatory rest. The rules do not address the amount of time pilots can be on duty (standby time). Airline rules may be even stricter than FAA regulations if the issue is part of a collective bargaining agreement.

The FAA is confident that, overall, the airline industry complies with the current FAA rules on pilot time limitations and rest requirements. There has been much discussion and debate regarding the FAA's current rules.

FAA denies ATA/RAA request

The FAA denied requests made on June 12 on behalf of the Air Transport Association (ATA) and Regional Airline Association (RAA) to stay all agency action regarding a Nov. 20, 2000 letter of interpretation and May 17 Federal Register notice regarding pilot flight time and rest. The FAA's letter and Federal Register notice were consistent with the agency's long-standing interpretation of the current rules. The documents were consistent with the statutory mandate to issue rules governing the maximum hours or periods of service, the use of plain language in regulations and the regulatory history of the rules.

On Sept. 5, the U.S. Court of Appeals for the District of Columbia granted a motion by the ATA to stay the May 17 Federal Register notice. A final ruling is expected in April 2002.

May 17, 2001 Federal Register notice

The FAA published a notice in the Federal Register on May 17 to

rest rules. The notice informed airlines and flight crewmembers of the FAA's intent to enforce its rules in accordance with the interpretation. Each flight crewmember 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. The FAA did not anticipate that the notice would result in major disruptions to airline schedules. It stated that, beginning in November, the FAA would review airline flight scheduling practices and deal stringently violations. The U.S. Court of Appeals for the District of Columbia granted a stay of the notice on this focused enforcement effort. However, the FAA will continue to propose civil penalties for violations of the current rules discovered under routine FAA surveillance. A final court ruling is expected in April 2002. The notice is on the FAA's web site at www.faa.gov/avr/arm/nprm.htm.

Nov. 20, 2000 FAA letter

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 crewmember must have a minimum of eight hours of rest in any 24-hour period that includes flight

period, the next rest period must be lengthened to provide for the appropriate compensatory rest.

June 15, 1999 Federal Register notice

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 discussions with pilot unions and airlines confirmed that the vast majority of pilots are receiving the amount of rest required by the FAA's rule.

1998 ARAC

In July 1998, FAA Administrator Garvey asked the Aviation Rulemaking Advisory Committee (ARAC) to work with the industry to reach a consensus and develop a new proposal. She stipulated that, if no consensus could be reached, the FAA would subsequently enforce the current regulations. In February 1999, ARAC reported that there was no consensus in the aviation community. The group offered five different proposals to update the flight and rest regulations.

1995 proposal

In 1995, the FAA proposed a rule to change flight time and rest limits. The agency received more than 2,000 comments from the aviation community and the public. Most of those comments did not favor the rule as proposed, and there was no clear consensus on what the final rule should say. Highlights of the 1995 proposal:

* Reduce the number of duty hours (the time a flight crewmember is on the job, available to fly) from the current 16 hours to 14 hours for two-pilot crews. It would have allowed up to 10 flight

hours in the 14 duty hours. Current rules allow up to 16 hours continuous duty time.
* Additional duty hours would be permitted only for unexpected operational problems, such as flight delays. In no event could such delays add more than two hours to the pilot's duty day.
* Airlines could no longer schedule pilots in advance in a manner that exceed the duty time.
* To ensure that pilots have an adequate opportunity to rest, off-duty time would be increased from eight hours to 10 hours under the proposal.
* Pilots would have to be given at least one 36-hour off-duty period every seven days. Current rules call for a 24-hour period.

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FOR IMMEDIATE RELEASE
*

October 23, 2001
Contact: Alison Duquette
Phone: 202-267-3462

Fact Sheet: Airport Safety

Runway Safety Area

FAA regulations require airports to provide a safety area for each runway and taxiway. Runway safety areas (RSAs) enhance the safety of aircraft operations by reducing the hazard of structural damage for aircraft that deviate from runway surfaces.

Over the years, RSA dimensional standards have increased to maintain an adequate level of safety for newer, larger and faster aircraft. RSA dimensions can extend up to 1000 feet beyond the runway end and up to 500 feet in width. FAA changed its regulations in 1988, placing a greater emphasis on upgrading safety areas. A 1990 FAA study found that only 35 percent of runways used by air carriers met the full dimensional RSA standards. A runway safety area inventory conducted from September 1999 to June 2000 showed the percentage of airports with RSAs meeting standards increased to 55 percent. The survey also found that 86 percent of the surveyed airports have the potential for standard RSAs.

As part of the 1999-2000 inventory, FAA surveyed all commercial service runways at airports certificated under Part 139 of the Federal Aviation Regulations to:

* Document all objects and natural features in the standard RSA that could create a hazard for aircraft that leave the runway surface.
* Develop a preliminary plan for improving safety areas to the maximum extent practicable.
* Identify incremental improvements that could reduce the hazard to aircraft even when a full standard RSA is not practicable.

The FAA collected data on RSAs at all airports certificated under Part 139. This includes the status of the RSA's published standards (dimensions) and a catalog of all objects and natural features within the full standard RSA dimensions. As of November 2000, the FAA had inspected 100 percent of RSAs.

The information is being analyzed to determine practical improvements. The FAA uses the RSA inventory to measure the system-wide compliance with RSA standards and for communicating needs and funding plans.

Frangible Objects

FAA regulations do not permit an object to be located in a RSA

unless it is necessary based on the object's function. An object shall be constructed, to the extent possible, on frangible-mounted structures of the lowest practical height with the frangible point no higher than three inches above grade. Practicality may depend on airport terrain and local weather patterns.

Engineered Materials Arresting Systems

On Feb. 28, 1984, a Scandinavian Airline System DC-10-30 aircraft overran runway 4R after landing at John F. Kennedy International Airport and plunged into Thurston Basin. The accident report indicated that the DC-10 departed the end of the runway at about 75 knots and entered Thurston Basin 600 feet later still moving at about 38 knots.

In response to that accident, the FAA William J. Hughes Technical Center initiated a study in 1986, in partnership with the Port Authority of New York and New Jersey and Engineered Systems Company (ESCO), to determine the feasibility of using soft ground technology to arrest overrunning commercial aircraft. The research included full-scale tests using a FAA Boeing 727-200, and culminated in a full-stop demonstration from 50 knots in 1993. The aircraft was brought to a stop close to the point predicted by mathematical modeling. Further refinement of the model and continued testing of materials resulted in selection of aerated Portland Cement (Foamcrete) for a second full-stop test. After the successful completion of that test, FAA's Office of Airport Safety and Standards issued Advisory Circular 150/5220-22, Engineered Materials Arresting Systems (EMAS) (available electronically at http://www.faa.gov/arp/5220-22.pdf) in August 1998. Also in that year, the first prototype Foamcrete system was installed on runway 4R at JFK Airport.

The viability of the concept was confirmed by the arrestment of a Saab 340 commuter aircraft on May 8, 1999, which overran the runway at a speed estimated to be as much as 130 mph. Computer modeling indicates that in the absence of the EMAS, an exit speed of only 80 mph would have resulted in the aircraft reaching the bay.

Although EMAS has been successful, challenges remain. An EMAS installation at LaGuardia Airport was removed because it was deteriorating due to jet blast. The installation differed from that at JFK (departure vs. arrival runway, EMAS closer to the runway end). FAA, the Port Authority of New York and New Jersey, and ESCO, the manufacturer, again joined forces to develop a jet blast-resistant coating that is now standard on Foamcrete installations. The LaGuardia system is scheduled for reinstallation in the near future.

In 2000, EMAS was installed at the approach end of runway 22L at the Little Rock airport and another is planned for the approach end of 4L.

Driver's Enhanced Vision System (DEVS)

Following a December 1990 accident at an airport during low-visibility meteorological conditions that delayed aircraft rescue and fire fighting crews, the FAA looked at options to expedite emergency response during low visibility. FAA research between November 1992 and May 1994 resulted in the Driver's Enhanced Vision System (DEVS).

The goal of DEVS is to improve the response times of emergency

services at airports. Emergency vehicle operators are concerned with locating an accident scene, navigating to the incident and avoiding obstacles and people enroute.

DEVS has three subsystems: night vision, navigation, and tracking. Night vision improves an emergency vehicle driver's ability to see at night and through smoke, fog and adverse weather conditions. It uses a Forward Looking Infrared (FLIR) camera and a monitor in the vehicle cab. The navigation subsystem uses a Differential Global Positioning System and a moving map display inside the vehicle to show drivers their location at the airport. The tracking subsystem provides an overview of all vehicles with this system displayed in a dispatch or command center.

The FAA now requires that all emergency trucks that are funded with Airport Improvement Program grants include the FLIR system. The FLIR equipment is similar to the military's night vision equipment but uses heat differential rather than ambient light to indicate the position of various obstacles. For example, the system can distinguish a person hiding behind a bush because of the heat differential given off by the person, the bush, and the ambient air. This results in a profile of the person and a lighter profile of the bush being displayed on the monitor in the vehicle. The greater the temperature differential, the more pronounced the return displayed. However, there are some limitations to this equipment, such as reduced range in fog and rain.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 74-01
Tues., Oct. 30, 2001
Contact: Alison Duquette
Phone: 202-267-3462

FAA Issues Final Rule on Use of Airline Safety Data

WASHINGTON – In a major step toward reaching the *Safer Skies* goal of reducing the commercial aviation accident rate by 80 percent by 2007, the U.S. Department of Transportation's Federal Aviation Administration (FAA) today issued a rule that protects the data collected under airline Flight Operational Quality Assurance (FOQA) programs from FAA enforcement action, except in criminal or deliberate cases.

FOQA helps prevent accidents by identifying the root causes of potential safety problems. It uses state-of-the-art flight data recorder technology to collect and analyze data on routine flights. The information and insights provided by these programs can enhance line operational safety, training effectiveness, operational procedures, maintenance and engineering procedures, air traffic control procedures, and airport surface safety. Participation in FOQA is voluntary and not all programs are FAA-approved. However, the enforcement protection applies only to airlines with an FAA-approved program.

"FOQA programs produce the hard data that will help us reach our *Safer Skies* goal of reducing accidents and improving an already safe aviation system," said FAA Administrator Jane F. Garvey. "By working together, government and industry can identify safety trends, target potential problems and make corrections to prevent accidents."

Currently, 10 airlines have FOQA programs, one is pending FAA approval, and five others say they plan to initiate programs in the future. There are currently approximately 1,525 aircraft, which comprise 13 aircraft types, collecting FOQA data.

An FAA rule issued on June 25 protects voluntarily provided information from disclosure in order to encourage data-sharing programs such as FOQA. The rule responds to a mandate from Congress to protect information that aids in improving safety and security. It also responds to recommendations made by the 1997 National Civil Aviation Review Commission (NCARC), chaired by Norman Y. Mineta.

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Under FOQA, the FAA approves the airline's program for routine collection and analysis of digital flight data. Guidance materials on how to establish a FOQA program are

available to any interested airline. An airline establishes procedures for taking corrective action when problems are identified and for informing the FAA. Most importantly, the data allow airlines and the FAA to identify precursors and apply interventions to break the chain of events that lead to accidents. Technological advances in cockpit equipment and data analysis over the past decade have helped make FOQA possible. Previously, this information was used to identify clues to accidents after they had already occurred.

FOQA programs have already yielded important safety advances. Since 1995, an FAA-sponsored FOQA Demonstration Study has produced data that has been used to improve the safety of approaches at more than a dozen airports worldwide. In addition, it documented unusual autopilot disconnects, Ground Proximity Warning System warnings, excessive take-off angles, unstable landing approaches, hard landings and non-compliance with standard operating procedures. FOQA data has also been used for monitoring fuel efficiency, enhancing engine condition monitoring, noise abatement compliance, rough runway surfaces, and aircraft structural fatigue.

The final rule is on display today at the *Federal Register* and is available on the FAA's web site at www.faa.gov/avr/arm/nprm.htm.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 75-01
Tuesday, October 30, 2001
Contact: William Shumann
Phone: 202-267-3883

FAA Restricts All Private Aircraft Flying Over Nuclear Facilities

WASHINGTON – In response to the FBI's security alert yesterday, The Federal Aviation Administration (FAA) issued a notice today placing additional restrictions on private or general aviation flying in the airspace surrounding 86 sensitive nuclear sites.

All general aviation flying is prohibited within a radius of 10 nautical miles and below 18,000 feet of the 86 sites. Each of the sites and its location is listed in a Notice to Airmen (NOTAM), which is available at http://notamweb.nas.faa.gov.

This prohibition is in effect immediately and is planned to last until midnight, Eastern Time on Tuesday, November 6, 2001. The only exceptions are medevac, law enforcement, rescue/recovery, emergency evacuation and fire-fighting flights when authorized by air traffic control (ATC). The ban on flying over these sites is in addition to previous flight restrictions the FAA has imposed throughout the U. S.

"The FAA realizes these restrictions inconvenience general aviation pilots and airports," FAA Administrator Jane F. Garvey said. "As the FAA and other federal agencies continuously review measures to ensure national security, we look for the understanding and cooperation of the general aviation community," she stated.

As before, the FAA strongly urges all pilots to check applicable NOTAMs and to call their local Flight Service Station at 1-800-WX-BRIEF before taking off.

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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 76-01
Oct. 31, 2001
Contact: Les Dorr, Jr.
Phone: 202-267-3462

FAA Proposes Collision Avoidance Systems for Cargo Aircraft

WASHINGTON – The Federal Aviation Administration (FAA) today proposed that cargo airlines install electronic collision avoidance systems that would reduce the risk of mid-air collisions.

In the Notice of Proposed Rulemaking (NPRM) on display today at the Federal Register, the FAA proposes to use aircraft weight and performance, rather than passenger-seating configuration, to determine which aircraft must have a collision avoidance system. This would standardize the collision avoidance system requirements for airplanes of similar size and capability, regardless of whether they carry passengers or freight. Such systems would have to be operated on all affected aircraft after Oct. 31, 2003.

"Today, cargo air carriers operate more than 1,100 airplanes and the demand for air cargo services continues to grow," said FAA Administrator Jane F. Garvey. "This rule extends the well-proven benefits of collision avoidance systems to this vital segment of aviation."

The FAA currently requires all passenger aircraft with more than 10 seats to have Traffic Alert and Collision Avoidance System (TCAS) equipment. The system works by interacting with transponders (electronic identification devices) in other aircraft to determine whether they could become a potential collision threat.

The NPRM responds to a section of the Wendell H. Ford Aviation Investment and Reform Act (AIR-21) that became law on April 5, 2000. AIR-21 directs the FAA to require that all-cargo airplanes with a maximum certified takeoff weight of more than 15,000 kilograms (33,000 pounds) be equipped with collision avoidance equipment by December 31, 2002. The law allows a two-year extension.

This proposed rule also addresses a September 1999 recommendation from the National Transportation Safety Board (NTSB), although the FAA's rule is broader in scope than the actions recommended by the NTSB.

The language of the proposed rule allows for systems equivalent to TCAS that the FAA may approve in the future.

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Under the proposed rule, turbine-powered airplanes weighing more than 33,000 pounds maximum certificated takeoff weight operated under part 121, 125, or 129 of the Federal Aviation Regulations would be required to have TCAS II, or equivalent, and an appropriate Mode S transponder.

Turbine-powered airplanes weighing 33,000 pounds or less operating under part 121, 125, or 129 would be required to be equipped with at least TCAS I, or equivalent. All piston-powered airplanes, regardless of weight, conducting operations under part 121 or 125 would be required to be equipped with TCAS I, or equivalent.

TCAS I gives pilots a traffic advisory that displays a transponder-equipped plane's position relative to the TCAS-equipped airplane. Traffic advisories generally include the range, altitude, and bearing of the other airplane. Current rules require at least TCAS I on passenger or combination passenger-cargo ("combi") aircraft with 10-30 passenger seats operated under part 121. The same system is mandated for turbine-powered airplanes with 10-30 passenger seats operated under part 129 or 135.

TCAS II provides a traffic advisory and recommends vertical escape maneuvers, known as resolution advisories. Resolution advisories give pilots information to change their flight path or prevent a maneuver that could make airplanes come too close to each other.

The FAA will accept comments on the NPRM for 60 days following publication of the proposed rule.

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