FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 01-02
Friday, Jan. 11, 2002
Contact: Alison Duquette
Phone: 202-267-3462

FAA Sets New Standards for Cockpit Doors

WASHINGTON – In response to President Bush's call to strengthen aircraft security, the U.S. Department of Transportation's Federal Aviation Administration (FAA) today published new standards to protect cockpits from intrusion and small arms fire or fragmentation devices, such as grenades. The Aviation and Transportation Security Act authorizes the FAA to issue today's final rule that requires operators of more than 6,000 airplanes to install reinforced doors by April 9, 2003.

Concurrent with the rule, the FAA is also issuing a Special Federal Aviation Regulation (SFAR) to require operators to install temporary internal locking devices within 45 days on all passenger airplanes and cargo airplanes that have cockpit doors. Beginning on Oct. 17, the FAA issued a series of SFARs that authorized short-term door reinforcement by providing airlines and cargo operators with temporary relief from certain FAA standards. The major U.S. airlines voluntarily installed short-term fixes to doors on 4,000 aircraft in 32 days. The SFAR stated that a long-term fix that meets FAA requirements must be installed within 18 months.

"Fortifying cockpit doors is a critical part of assuring the safety and security of our aviation system," said U.S. Transportation Secretary Norman Y. Mineta. "As we move forward, the Department of Transportation will continue to meet the challenges of protecting our nation's travelers and transportation infrastructure."

"The FAA cut through red tape and the airlines fortified cockpit doors quickly following Sept. 11," said FAA Administrator Jane F. Garvey. "I strongly encourage operators to move forward with the same determination to permanently strengthen and protect our nation's fleet."

The FAA rule sets new design and performance standards for all current and future airplanes with 20 or more seats in commercial service and all cargo airplanes that have cockpit doors. Specifically, the rule:

- more -

- **Requires strengthening of cockpit doors.** The doors will be designed to resist intrusion by a person who attempts to enter using physical force. This includes the

door, its means of attachment to the surrounding structure, and the attachment structure on the bulkhead itself. The FAA rule uses an impact standard that is 50 percent higher than the standard developed by the National Institute of Law Enforcement and Criminal Justice. In addition to intrusion protection, the FAA is using a standard sufficient to minimize penetration of shrapnel from small arms fire or a fragmentation device. The agency is providing guidance to operators on acceptable materials. All new doors must meet existing FAA safety requirements.

- **Requires cockpit doors to remain locked.** The door will be designed to prevent passengers from opening it without the pilot's permission. An internal locking device will be designed so that it can only be unlocked from inside the cockpit.
- **Controls cockpit access privileges.** Operators must develop a more stringent approval process and better identification procedures to ensure proper identification of a jump seat rider.
- **Prohibits possession of keys to the cockpit by crewmembers not assigned to the cockpit.**

Prior to Sept. 11, the FAA was working with the International Civil Aviation Organization (ICAO) to strengthen international security standards for airplanes. Today's rule expedites the work of an Aviation Rulemaking Advisory Committee (ARAC) working group that was tasked to develop harmonized security-related design provisions, including protection of the cockpit. The FAA encourages foreign civil aviation authorities to review the FAA's new rule and adopt comparable standards.

As announced by the President on Sept. 28, the FAA will administer a federal grant program to help the U.S. airline and cargo industry finance aircraft modifications to fortify cockpit doors, alert the cockpit crew to activity in the cabin and ensure continuous operation of the aircraft transponder. Funding may be provided through grants or cost sharing arrangements. The President requested $300 million from Congress to help fund these initiatives. Congress appropriated $100 million.

Once the designs are ready and approved by the FAA, the agency believes that airlines will have an opportunity to install the doors during routine maintenance checks. The purchase and installation cost of an enhanced cockpit door is estimated at between $12,000 and $17,000. The total cost to airlines is estimated to cost between $92.3 million and $120.7 million over a 10-year period, including increased fuel consumption costs resulting from heavier doors.

The final rule and SFAR are available on the FAA's web site at www.faa.gov/avr/arm/nprm.htm.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 01-02
Friday, Jan. 11, 2002
Contact: Alison Duquette
Phone: 202-267-3462

Clarification: FAA Sets New Standards for Cockpit Doors

The FAA's news release stated that the President requested $300 million from Congress to help fund modifications to cockpit doors. Congress has appropriated $100 million.

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

FOR IMMEDIATE RELEASE
APA 02-02
January 23, 2002
Contact: Laura Brown or Fraser Jones
Phone: 202-267-3883

Runway Incursions Nationwide Decreased in 2001

WASHINGTON - The Federal Aviation Administration (FAA) today reported that the number of runway incursions nationwide dropped in 2001, reversing a long-term trend. Significantly, the two most serious types of incursion also decreased, along with the total rate of runway incursions.

The FAA has led an industry-wide effort to improve runway safety through increased education, training and awareness, and has targeted resources to reduce incursions. As part of that effort, the FAA has delivered a new technology called the Airport Movement Area Safety System (AMASS) to eight airports to help prevent runway accidents. The system will be installed at another 26 airports over the next year.

The FAA recorded 381 incursions last year, down from 431 in 2000. The numbers are preliminary, but are not likely to change significantly. Under the FAA's new method of measuring incursions by four levels of severity, from A to D, there were 50 higher risk (category A and B) incursions in 2001 compared to 68 the previous year. The incursion rate dropped to .59 per 100,000 takeoffs and landings in 2001 from .64 the year before. Category A and B incursion numbers improved from an average of 19 percent of the total between 1997 and 2000, to 13 percent in 2001.

"The numbers are moving in the right direction, and that's an important achievement,"
said FAA Administrator Jane F. Garvey. "With our partners in the aviation community, we're getting smarter about this problem as we continue to reduce the potential for human error on our runways with increased awareness and education."

Of the less serious incursions, there were 127 category C incursions in 2001 compared to 149 the previous year and 202 category D incursions in 2001 compared to 214 in 2000. Of the category A incursions, there was one accident in 2001 that did not result in any fatalities.

-more-

The FAA Office of Runway Safety is charged with measuring the severity and frequency of runway incursions in order to identify

risks in the aviation system. The office is working to improve data collection and has developed metrics to demonstrate the overall effectiveness of the program. Work continues on measuring airport complexity and its impact on runway incursions, improving airport signs, lights, and markings; and research into causal factors.

A runway incursion is defined as any occurrence on an airport runway involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of required separation with an aircraft taking off, intending to take off, landing, or intending to land.
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An electronic version of this news release is available via the World Wide Web at http://www.faa.gov/apa/pr/index.cfm

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 03-02
Wednesday, Jan. 30, 2002
Contact: Alison Duquette
Phone: 202-267-3462

FAA Proposes Sport Pilot and Light-Sport Aircraft Rule

WASHINGTON – In order to keep pace with advances in sport and recreational aviation technology, the U.S. Department of Transportation's Federal Aviation Administration (FAA) today proposed new certification requirements for light-sport aircraft, pilots and repairmen. Current FAA regulations do not address the "sport pilot" segment of general aviation.

"The new FAA rule will promote an even higher level of safety that goes beyond the many outstanding voluntary industry initiatives already underway," said FAA Administrator Jane F. Garvey.

An estimated 10,000 existing aircraft will be certified and 10,000 people are expected to become certificated sport pilots and flight instructors. An additional 9,000 pilots and newly manufactured aircraft will be certificated over the next 10 years.

The proposal would define light-sport aircraft as simple, low-performance, low-energy aircraft that would be limited to:

- 1,232 lbs. maximum weight,
- two occupants,
- a single engine (non-turbine),
- stall speed of 39 knots,
- maximum airspeed of 115 knots, and
- fixed landing gear.

The FAA would include two new aircraft categories -- weight-shift-control aircraft and powered parachutes. Helicopters and powered lifts are not covered by the proposed rule due to their complexity.

- more -

The proposal would establish new FAA certification categories for:

Aircraft

- A new experimental aircraft airworthiness certificate for operating light-sport aircraft. There are three groups of aircraft that may obtain this certificate: 1) Existing light-sport aircraft that do not meet the requirements of Part 103 (ultralight vehicles) of the Federal Aviation Regulations. 2) Aircraft assembled from eligible kits that do not comply with the 51 percent amateur-built requirement. 3) Aircraft issued special, light-sport certificates that do not comply with the operating limitations of that certificate.
- A new special aircraft airworthiness certificate for light-sport aircraft that meet an airworthiness standard developed by industry. Aircraft holding this certificate may be used for flight training and rental (similar to the primary category).

Airmen

- A new student pilot certificate for operating light-sport aircraft, a sport pilot certificate, a flight instructor certificate with a sport pilot rating, and a repairman certificate.
- Two new aircraft category and class ratings -- weight-shift-control (with land and sea class ratings) and powered parachute.
- New training and certification requirements for the new ratings.

The proposal is estimated to cost $26 million over the next 10 years, while generating potential benefits of $82 million over the same period.

The Notice of Proposed Rulemaking (NPRM) will be published in the *Federal Register* and may be downloaded from www.faa.gov/avr/arm/nprm.htm. The FAA has also established a sport pilot web site at www.faa.gov/avr/afs/index.htm/sportpilot.htm. The public comment period is 90 days. The FAA will soon publish a notice in the *Federal Register* announcing a virtual public meeting that will allow participants to provide comments on-line to a series of questions posed by the FAA about the proposed rule.

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

FOR IMMEDIATE RELEASE
APA 04-02
January 30, 2002
Contact: Marcia Adams
Phone: 202-267-3462

Media Advisory - Fifth Annual Commercial Space Transportation Forecast Conference

WASHINGTON - The Federal Aviation Administration's (FAA) fifth annual Space Transportation Forecast Conference will be held on Tuesday, Feb. 5 from 9 a.m. to 5 p.m., and Wednesday, Feb. 6 from 9 a.m. to 3:15 p.m. The event will be held at the Hyatt Regency Crystal City, 2799 Jefferson Davis Highway, Arlington, Va.

The two-day conference will examine new technologies in commercial space transportation and space transportation security in the 21st Century. FAA Associate Administrator for Commercial Space Transportation Patricia Grace Smith will welcome guests and former Chairman of the House Science Committee and Rep. Robert S. Walker, R-Pa., will speak at lunch on the first day of the conference. Walker is now chairman, Commission on the future of the U.S. Aerospace Industry. In the afternoon, Chairman, Committee on Science, Rep. Sherwood L. Boehlert, R-N.Y., will address conference attendees.

The two-day event will also include representatives from industry, academia and government in panel discussions on important space transportation issues. The conference panels will focus on:

·Space security
·Space tourism;
·Expansion of launch sites;
·Environmental issues;
·Risk assessment and management;
·Reusable launch vehicles;
·Space journalism;
·Advanced propulsion; and
·In-space technology.

A more detailed schedule of the two-day conference follows this advisory.

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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

AGENDA
Fifth Annual Federal Aviation Administration
Commercial Space Transportation Conference

DAY ONE

Tuesday, February 5, 2002

Opening Remarks

9:00 A.M. Patricia Grace Smith
Associate Administrator for
Commercial Space Transportation

9:15 A.M. Panel One: Space Transportation as a
Future Transportation System

Moderator: Hugh Cook, Manager,
Systems Engineering and Training Division, AST

Brett Alexander, Office of Science and Technology Policy, The White House

Will Hampton, The Boeing Company

Gerald Mussara, Sr. V.P., Lockheed Martin Corporation

Mark Bitterman, Sr. V.P., Orbital Science Corporation

Col. Stanley Mushaw, Director, Space Policy
Planning & Strategy, USAF

Robert Pearce, Director,
Strategy and Analysis, NASA

Peter Diamandis, Chairman, X-Prize Foundation

10:45 A.M. Break

11:00 A.M. Presentation: The FAA Operational Evolution Plan (OEP) and Space Transportation

Presenter: Charles Keegan,
Director, OEP, FAA

12:00 Noon *** Lunch ***

Speaker: Hon. Robert Walker, Chairman,
Commission on the Future of the U.S. Aerospace Industry

1:15 P.M. Reconvene

Panel Two: Space Transportation Security in a High Threat Environment

Moderator: Amy Paige Snyder
Space Systems Development Division, AST 100

John Del Campo, Civil Aviation Security Specialist, Federal Aviation Administration

Albert Le Goue', Security Director, CNES

Bob Davis, Chief, Eastern Range Security Operations, 45th

Space Wing, Cape Canaveral Air Force Station

Pat Ladner, Executive Director, Alaska
Aerospace Development Corporation

Chuck Davis, Manager for Security, Lockheed
Martin Space Systems/Astronautics Operations

2:45 P.M. Break

3:00 P.M. Panel Three: New and Non-Traditional Spaceports

Moderator: Herb Bachner, Manager
Space Systems Development Division, AST 100

Tim Huddleston, Chairman
Coalition of Spaceport States
Alabama Governor's Office

Robert Triplett, Chairman
Oklahoma Space Industry Development Authority, Oklahoma
City, Oklahoma

Rick Baldwin, Site Manager
Virginia Commercial Space Flight Authority
Wallops Island, Virginia

Bill Looke, Executive Director
Texas Aerospace Commission
Austin, Texas

4:30 P.M. Featured Speaker
The Honorable Sherwood L. Boehlert,
Chairman, Committee on Science,
U.S. House of Representatives

5:00 P.M The Systems Engineering and Training Division, AST's
Dynamic New Division and Capabilities

Presented by Hugh Cook, Manager. AST-300

5:30 P.M. End Day One

*** Reception ***

DAY TWO

Wednesday, February 6, 2002

9:00 A.M. Keynote Speaker
TBA

9:30 A.M. Panel Four: Technology for the Future

Moderator: Ron Gress, Manager
Licensing and Safety Division, AST

Dr. Eric E. Rice, Pres. & CEO,
Orbital Technologies Corporation

Jeffrey K. Greason, President
XCOR Aerospace

Rolf Hamke, Chief Engineer, Advance Reusable Rocket Engine Program, Aerojet Corporation

Victor Villhard, Associate, Booz Allen Hamilton

Peter Simons, President, Command and Control Technologies

11:00 A.M. Break

11:15 A.M. Panel Five: The Environment: It's Not Just Flora and Fauna

Moderator: Michon Washington, Environmental Specialist, Space Systems Development Division, AST 100

Samantha Phillips Fairchild, Director, Office of Enforcement, Compliance and Environmental Justice, EPA

Tina Hunter, Environmental Specialist, Native American Consultations, FAA

Druscilla Null, Advisory Council on Historic Preservation

12:30 P.M. Break for Lunch
On Own

1:45 P.M. Panel Six: Does the National Environmental Policy Act (NEPA) Reach the Moon?

Moderator: Laura Montgomery, Office of the General Counsel, FAA

Holly Woodruff-Lyons, Office of the General Counsel, FAA

Sara Najjar-Wilson, Senior Attorney, NASA

Dinah Bear, General Counsel, White House Council on Environmental Quality

3:15 P.M. Closing Remarks

Joseph Hawkins, Deputy Association Administrator for Commercial Space Transportation, AST-2

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

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FOR IMMEDIATE RELEASE
APA 03-02
February 1, 2002
Contact: Alison Duquette
Phone: 202-267-3462

CORRECTION: Sport Pilot and Light-Sport Aircraft Rule

REVISES COST AND BENEFIT FIGURES IN NEXT-TO-LAST GRAPH

FAA Proposes Sport Pilot and Light-Sport Aircraft Rule

WASHINGTON - In order to keep pace with advances in sport and recreational aviation technology, the U.S. Department of Transportation's Federal Aviation Administration (FAA) today proposed new certification requirements for light-sport aircraft, pilots and repairmen. Current FAA regulations do not address the "sport pilot" segment of general aviation.

"The new FAA rule will promote an even higher level of safety that goes beyond the many outstanding voluntary industry initiatives already underway," said FAA Administrator Jane F. Garvey.

An estimated 10,000 existing aircraft will be certified and 10,000 people are expected to become certificated sport pilots and flight instructors. An additional 9,000 pilots and newly manufactured aircraft will be certificated over the next 10 years.

The proposal would define light-sport aircraft as simple, low-performance, low-energy aircraft that would be limited to:
· 1,232 lbs. maximum weight,
· two occupants,
· a single engine (non-turbine),
· stall speed of 39 knots,
· maximum airspeed of 115 knots, and
· fixed landing gear.

The FAA would include two new aircraft categories -- weight-shift-control aircraft and powered parachutes. Helicopters and powered lifts are not covered by the proposed rule due to their complexity.

The proposal would establish new FAA certification categories for:

Aircraft
· A new experimental aircraft airworthiness certificate for

may obtain this certificate: 1) Existing light-sport aircraft that do not meet the requirements of Part 103 (ultralight vehicles) of the

Federal Aviation Regulations. 2) Aircraft assembled from eligible kits that do not comply with the 51 percent amateur-built

do not comply with the operating limitations of that certificate.

· A new special aircraft airworthiness certificate for light-sport aircraft that meet an airworthiness standard developed by industry. Aircraft holding this certificate may be used for flight training and rental (similar to the primary category).

Airmen

sport pilot certificate, a flight instructor certificate with a sport pilot rating, and a repairman certificate.

· Two new aircraft category and class ratings -- weight-shift-control (with land and sea class ratings) and powered parachute.

· New training and certification requirements for the new ratings.

The proposal is estimated to cost $40.4 million over the next 10 years, while generating potential benefits of $221.4 million over the same period.

The Notice of Proposed Rulemaking (NPRM) will be published in the Federal Register and may be downloaded from www.faa.gov/avr/arm/nprm.htm. The FAA has also established a sport pilot web site at www.faa.gov/avr/afs/index.htm/sportpilot.htm. The public comment period is 90 days. The FAA will soon publish a notice in the Federal Register announcing a virtual public meeting that will allow participants to provide comments on-line to a series of questions posed by the FAA about the proposed rule.

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

FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 05-02
Date: February 13, 2002
Contact: William Shumann
Phone: (202) 267-3883

FAA Issues Rule Enabling Private Flying to Resume at Three Maryland Airports

WASHINGTON – The Department of Transportation's Federal Aviation Administration (FAA) has issued an emergency rule that will enable private flying to resume under new strict security procedures at three airports in suburban Maryland outside Washington, DC. The three airports are College Park, Potomac and Washington Executive/Hyde, which have been largely shut down since September 11, 2001.

"We're taking this action to restore private flying in the Washington metropolitan area as much as possible while countering possible threats after the September 11 terrorist attacks," FAA Administrator Jane F. Garvey said. "We hope this rule will provide relief to the airport and aircraft operators and other businesses hurt by this ban on flying."

The actual resumption of flying depends on airport managers having approved security procedures in place and on owners or operators of aircraft at the three airports undergoing a security evaluation, including fingerprinting and background checks, and receiving a briefing in new procedures. These new procedures include provisions that pilots obtain a confidential ID code that they will use in filing a required flight plan, that they obtain a specific transponder code before each flight and that they remain in radio contact with Air Traffic Control. These procedures apply only to aircraft based at the three airports and will be in effect for 60 days during which time they will be evaluated.

The FAA estimates that the cost of complying with the record-keeping requirements of this Special Federal Aviation Regulation (SFAR) will be about $250,000 annually.

The new regulation applies only to these three airports, which are within a 15-mile-radius of the Washington Monument. The FAA will address general aviation or private flying into Ronald Reagan Washington National Airport, which remains prohibited, in a separate action.

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 06-02
Date: Tuesday, Feb. 19, 2002
Contact: Les Dorr, Jr.
Phone: 202/267-3462

Media Advisory: American 587 Tapes Release

WASHINGTON – On Wednesday, Feb. 20, at 11:00 a.m. EST, the Federal Aviation Administration (FAA) will release the air traffic control audiotapes and transcripts associated with American Airlines Flight 587, an Airbus A300-600 that crashed soon after takeoff from John F. Kennedy International Airport in New York on November 12, 2001. The FAA will release the tapes without comment, since the National Transportation Safety Board is still investigating the accident.

The audiotapes will be played in Conference Room 9A-B on the ninth floor of FAA Headquarters, 800 Independence Ave., S.W. Total running time of the tapes is approximately 52 minutes.

Only credentialed media representatives will be allowed into this event. The room will be open at 10:00 a.m. for media setup. Please allow extra time for processing cameras, electronic equipment and personal items through FAA Headquarters security.

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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 08-02
Monday, February 25, 2002
Contact: Tammy L. Jones
Phone: 202-267-3462

FAA Announces Operational Flight Information Services Data Link

WASHINGTON – Pilots are now able to receive up-to-date weather information in the cockpit following the Federal Aviation Administration's (FAA) approval for VHF Data Link Mode 2 (VDL-2) avionics to support Flight Information Services Broadcast.

When aircraft are properly equipped, pilots can receive text messages, including routine and special weather reports, Terminal Area Forecasts, and Pilot Reports issued by the FAA or the National Weather Service at no cost. There also will be graphic products such as NEXRAD maps, and other flight information services products available through a subscription service.

"This is the first concerted effort to provide nationwide in-flight weather data," said Gregory Burke, director of the Office of Air Traffic Systems Development. "Now, pilots -- general aviation, business, and commercial -- will gain a vital safety edge with the enhanced availability of weather information while flying."

The FAA is providing Flight Information Services Data Link service under a government-industry agreement with two vendors, Honeywell, Olathe, Kn., which made its system available in January and ARNAV, Puyallup, Wash., whose system is scheduled to come on line later this year. The FAA is providing the spectrum and the vendors are providing the supporting air/ground infrastructure.

To receive the service, users need to purchase two pieces of equipment, a radio receiver that costs about $5,500, and a cockpit multi-function display, about $7,400.

Additional background and information on Flight Information Services Data Link may be found at the following website: www.faa.gov/aua/ipt_prod/FISDL/

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FAA News

Federal Aviation Administration, Washington, DC 20591

FOR IMMEDIATE RELEASE
APA 10-02
March 1, 2002
Contact: William Shumann
Phone: 202-267-3883

MEDIA ADVISORY – 27TH Annual Commercial Aviation Forecast Conference

WASHINGTON – The U.S. Department of Transportation's Federal Aviation Administration (FAA) will be holding its 27th Annual Commercial Aviation Forecast Conference March 12 and 13 at the Washington Convention Center. The theme of this year's conference is "Planning for the Future in an Uncertain Environment."

At the conference, the FAA will release its Aerospace Forecasts Fiscal Years 2002 – 2013, which gives the latest estimates of activity and growth in aviation in light of the economic slowdown and the results of the September 11 events.

FAA Administrator Jane F. Garvey will open the conference at 8 a.m. Tuesday, March 12 in the Convention Center, 900 Ninth Street NW. The first day will feature panels on timing the next growth cycle, the uncertain environment for air travel, and the outlooks for U. S. domestic and world air travel. The luncheon speaker will be Richard H. Anderson, CEO of Northwest Airlines. Eight separate sections the morning of Wednesday, March 13 will focus on major airlines, regional/commuter carriers, air cargo and airports. More information and the agenda are available at http://api.hq.faa.gov/Conference/welcome.htm or by calling (202) 267-3355.

The Airports Council International – North America and the FAA co-sponsor the Annual Forecast Conference, which attracts about 500 individuals from the aviation industry, investment companies, governments and others around the world. The entire conference is open to the news media.

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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

HOLD FOR RELEASE at 12:01 A.M. EST TUESDAY, MARCH 12
APA 11-02
Date: March 12, 2002
Contact: Henry J. Price/William Shumann
Phone: (202) 267-3883

FAA Forecasts Continued Drop in Air Traffic This Year, Strong Recovery in 2003

WASHINGTON – The U. S. Department of Transportation's Federal Aviation Administration (FAA) is forecasting airline passenger traffic will continue to decline this year, followed by a strong recovery in 2003. This prediction is part of the agency's annual Commercial Aviation Forecast, which is being released today.

The latest Forecast also sees airline passenger traffic returning to more normal levels of growth by Fiscal Year (FY) 2004, expanding at an average annual rate of 4.0 percent for the next ten years, reaching 1.0 billion passengers in FY 2013. That is three years later than predicted in last year's Forecast, and the slippage is due largely to the recession last year and the terrorist acts of September 11.

Speaking at the agency's 27th Annual Commercial Aviation Forecast Conference, FAA Administrator Jane F. Garvey said: " Regardless of the short-term decline in air traffic, our Forecast underscores the need for the government and the aviation industry to continue adding capacity to our system to meet the demand that will return and grow."

The FAA said airline passenger traffic fell 1.8 percent in FY 2001, which ended September 30, 2001. The major impacts from the events on September 11 occurred in the fourth quarter of Calendar Year (CY) 2001, which is the first quarter of FY 2002. Therefore, there will be relatively large differences between FY and CY growth rates for 2001 – 2003, and the FAA is reporting data on both a FY and CY basis for those years.

For example, the Forecast says passenger demand in FY 2002 -- the current year – will fall 12.0 percent to 600.3 million enplanements, whereas the decline on a calendar year basis is spread over two years – down 6.9 percent in CY 2001 and 4.7 percent in CY 2002. In FY 2003, passenger traffic is forecast to increase 14.0 percent; the comparable figure in CY 2003 is 12.5 percent.

The FAA sees several uncertainties facing the airline industry in the next two years. These include:

- Exactly how soon and to what extent will passenger traffic recover from the September 11 attacks?
- With carriers facing large losses this year while coping with reduced passenger demand and increased security and insurance costs, when will airline finances recover?
- How soon and to what extent will the high-fare business traffic – which provides a large percentage of airline revenue – return from depressed 2001 levels?

For general aviation, there will continue to be declines in the short term as the industry copes with the effects of recession and September 11. In the longer term, business flying is expected to grow, with the number of jet aircraft increasing an average of 3.5 percent annually while flying hours are forecast to be up 4.1 percent. However, the outlook is much less robust for personal or sport flying, which is expected to grow less than 1.0 percent in the long term. The number of student pilots fell 6.6 percent in FY 2001 and is expected to decline further in 2002 and 2003. Although the number of student pilots is expected to grow by 1.0 percent annually after 2004, it is not forecast to reach the level attained in 2000 by 2013, the end of the current forecast period.

Activity at the FAA's 21 air route traffic control centers – a measure of demand on the air traffic system – is forecast to fall 4.4 percent in FY 2002, expand by 5.0 percent in FY 2003, and then grow at an average annual rate of 2.2 percent beginning in FY 2004. The figure of 56.6 million aircraft handled, now forecast for FY 2013, occurs three to four years later than predicted in last year's Forecast.

Members of the news media desiring hard copies of the Forecast should contact FAA Public Affairs at (202) 267-3883. The Forecast is also available at www.api.faa.gov/apo_pubs.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.

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

FOR IMMEDIATE RELEASE
APA 12-02
March 22, 2002
Contact: William Shumann
Phone: 202-267-3883

FAA Sets New Date for Comments on LaGuardia Demand Management Options

WASHINGTON - The U. S. Department of Transportation's Federal Aviation Administration (FAA) today established a new closing date for public comments on long-term approaches to allocate capacity at New York's LaGuardia Airport.

The new comment period closes June 20, 90 days after publication of the notice in today's Federal Register. The five demand management options include both administrative and market-based approaches to allocate capacity at LaGuardia, which historically is one of the most delayed airports in the U. S.

"With the anticipated strong recovery in airline passenger traffic in 2003, we believe it is appropriate to resume the discussion on long-term demand management alternatives at LaGuardia," said FAA Administrator Jane F. Garvey. "We are asking for aviation industry comments on ways to increase efficiency at this vital link in our network of airports."

Under rules issued in 1969, the number of hourly flights at LaGuardia is limited. The Aviation Investment and Reform Act for the 21st Century (AIR-21), enacted in April 2000, eliminates these restrictions or slots in 2007. AIR-21 also immediately exempted flights by new airlines and those serving smaller communities from existing slot restrictions. The pent-up demand for new service at LaGuardia led to hundreds of exemption requests in the summer of 2000 and resulted in a large increase in delays there.

In December 2000, the FAA capped the number of AIR-21 slot exemptions at 159 per day and reallocated these exemptions to airlines through a lottery. On June 12, 2001, the FAA published a notice in the Federal Register seeking comments on a proposed extension of the slot exemption lottery allocation (Phase I) and several demand management options for LaGuardia (Phase II). The FAA sought comments on the feasibility and effectiveness of five options in Phase II that could be used to replace the current temporary administrative limits on the number of flights at LaGuardia. The details of each approach are described in the notice and can be accessed electronically at http://api.hq.faa.gov/lga/index.htm.

Because of the events of September 11, 2001, the FAA suspended last October the closing date for comment period on Phase II. The FAA said then it would later publish a notice setting forth the new closing date and indicate whether the demand management options under consideration had changed.

Use of slots and slot exemptions at LaGuardia are currently below last year's levels by approximately 14 percent. However, based on projected airline schedules for LaGuardia, it appears flights should return to their pre-September 2001 levels by the end of the summer of 2002.

Comments are also invited on several recent actions that may affect the appropriateness of demand management options described in the notice. These include the attacks of September 11; the Port Authority of New York and New Jersey's rate increase for LaGuardia, John F. Kennedy International Airport and Newark International Airport; and the shift in fleet mix resulting in an increased number of regional jet flights at LaGuardia since September 11.

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

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FOR IMMEDIATE RELEASE
APA 13-02
April 3, 2002
Contact: Henry J. Price
Phone: 202-267-3883

FAA Licenses Two Newest U.S. Space Launch Vehicles

WASHINGTON -- The Federal Aviation Administration (FAA) has issued launch licenses to the two newest U.S. space launch vehicles, the Lockheed Martin Corp. (LMC) Atlas V and the Boeing Delta IV rockets. Both are currently scheduled to fly before the end of this year, each carrying commercial satellite payloads. The new vehicles are highly advanced models of the Atlas and Delta vehicles which have served as the workhorses of U.S. government and commercial launches for many years.

Both were developed under a partnership between the U.S. Air Force and the two companies which put up a major share of the cost of the projects. There was also input from the FAA and the U.S. commercial launch industry with the understanding that the new vehicles would serve both government and commercial markets. They were designed to provide greater reliability and markedly lower costs and to increase U.S. competitiveness in the international commercial space launch market.

The Delta IV is a family of five launch vehicle configurations. The license issued to the McDonnell Douglas Corp. (MDC) unit of Boeing authorizes the launch of the Delta IV Medium configurations only to low-inclination orbits, and only from Cape Canaveral Air Force Station (CCAFS) in Florida. MDC will later apply for licenses to launch the Delta IV Medium to high-inclination orbits, the Delta IV Heavy to various orbits from CCAFS and the Delta IV family from Vandenberg Air Force Base in California.

The Atlas V family consists of the Atlas V 400 series and the Atlas V 500 series. Within each series are configurations based on the size of the payload fairing, the number of strap-on solid rocket motors, and the number of upper-stage Centaur engines. The license currently authorizes the launch of the Atlas V 401 from Cape Canaveral. LMC will later apply for authorization to launch other members of the Atlas V family of vehicles, expanding their delivery orbit capabilities, as well as West Coast operations at Vandenberg.

These vehicles, with their higher payload capacity, greater reliability and lower costs, are expected to be able to compete more effectively with the current leading commercial launch

providers, Europe and Russia.

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

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FOR IMMEDIATE RELEASE
APA 14-02
April 19, 2002
Contact: Les Dorr, Jr.
Phone: 202-267-3462

Media Advisory: Charles Bishop/Tampa Tape Release

WASHINGTON - On Monday, April 22, at 11:00 a.m. EDT, the Federal Aviation Administration (FAA) will release the air traffic control audiotape and transcript associated with the Jan. 5, 2002, crash of a Cessna 172 piloted by 15-year-old Charles Bishop into the Bank of America building in Tampa, FL. The FAA will release the tape without comment, since the National Transportation Safety Board is still investigating the event.

The audiotape will be played in Conference Room 9A-B on the ninth floor of FAA Headquarters, 800 Independence Ave., S.W. Total running time of the tape is approximately 19 minutes.

Only credentialed media representatives will be allowed into this event. The room will be open at 10:00 a.m. for media setup. Please allow extra time for processing cameras, electronic equipment and personal items through FAA Headquarters security.

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

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Press Release

Contact: Greg Martin
Phone: 202-267-3883
APA 50-03
Date Posted: December 9, 2003

FAA, Controller Union Sign Contract Extension Today - Pay for Performance Expanded in New, 2-Year Deal

WASHINGTON, D.C. – The U.S. Department of Transportation's Federal Aviation Administration (FAA) and the National Air Traffic Controllers Association (NATCA) today signed a two-year contract extension that expands pay-for-performance to air traffic controllers and provides potential savings of several million dollars.

The extension modifies or eliminates a number of costly pay rules and other agreements that had been in place over the past five years. Under the extension, a portion of the controllers' annual salary increases will be based on meeting agency performance targets. Depending on actual hiring needs, the extension could allow the agency to avoid costs of as much as $40 million over the next four years.

"This extension helps the agency and the union concentrate on what we do best: moving airplanes safely," said FAA Administrator Marion C. Blakey. "The FAA is becoming a more performance-based organization, and this extension is a significant component of that effort. This agreement helps us focus on the needs of the traveling public and the taxpayer."

The contract extension increases the number of agency employees whose pay is tied partly to performance from 37 percent to 75 percent. The pay for performance compensation system for over 15,000 air traffic controllers is based on safety and capacity targets set forth in the FAA's strategic Flight Plan. These targets include reducing operational errors and runway incursions and increasing on-time

performance and arrival efficiency rates. The funding for the system will come from money that would traditionally go to longevity raises under the federal government's general schedule system. There are no new base pay increases in the extension beyond government-wide increases.

The FAA and the union also agreed under the extension that a provision binding the FAA to maintain a fixed number of controllers each year expired at the end of September. As a result, the FAA now will be able to adjust staffing levels based on actual workload.

"The contract extension responds to direction from Congress and the Department of Transportation Inspector General to exert greater cost control over air traffic control operations," Blakey said. "We modified or eliminated a number of controller pay rules that had unintended costly consequences – such as allowing controllers who fail training at a more complex facility to keep much of the pay raise they received on returning to a less complex facility."

The agency and union also amended a number of memoranda of understanding in order to reaffirm management's decision-making authority in areas that are not subject to collective bargaining. In June, the FAA established a strict process for negotiating, approving, recording and implementing MOUs, which are now subject to financial and labor relations review, analyzed for affordability related to anticipated funding levels, and recorded in a central database.

The current contract was ratified in 1998. The FAA expects to begin negotiations on a new agreement with NATCA in early 2005.

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