



U.S. Department of
Transportation

139.125

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
July 25, 1988

FAA 37-88
Contact: Dick Stafford
Tel.: (202) 267-8521

NEW FAA SYSTEM TO HELP PREVENT AIR TRAFFIC JAMS

FAA Administrator Allan McArtor announced today the commissioning of a new air traffic management tool that will help the agency "prevent airborne traffic jams" in the airspace between cities.

McArtor said the new "Monitor Alert" computer system will analyze aircraft flight plans and project when and where airspace congestion is likely to occur. This will permit FAA's traffic management specialists to initiate corrective action.

"The system should be particularly helpful this summer in expediting traffic flows and reducing congestion and delays," he added.

The monitor-and-alert system is an addition to the Enhanced Traffic Management System's Aircraft Situation Display (ASD). Located in the agency's Central Flow Control Facility in Washington headquarters, the ASD provides traffic managers with a near real-time visual display of en route aircraft operating under instrument flight rules (IFR) nationally, regionally, or to a specific airport terminal area. The information is provided by more than 100 long-range radars across the country and presented on a TV-like display.

The Monitor Alert system uses both radar data and flight plan information to project traffic movements and predict when congestion might occur in any en route airspace sector, normally two hours in advance. It then automatically alerts traffic managers to potential problems so that they can take the necessary steps to alter traffic flows.

FAA began using the ASD in its Central Flow Control Facility in May 1987. The Apollo computers that are the heart of the ASD system are being installed now in all 20 FAA air route traffic control centers that handle IFR aircraft operating between airport terminal areas. This will increase the capabilities of traffic managers in these facilities to resolve local and regional traffic problems. For example, the ASD installed in the Los Angeles Center in February 1988 played a significant role in reducing congestion and delays at Los Angeles International Airport when a major runway was shut down for extensive reconstruction work for a four-month period.

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U.S. Department of
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M-49
139.129

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
August 1, 1988

FAA 38-88
Contact: John Leyden
Tel.: (202) 267-8521

FAA REPORTS IMPROVEMENT TREND IN MAJOR SAFETY INDICATORS

FAA Administrator Allan McArtor today announced that near midair collision reports and air traffic controller errors dropped significantly during the first six months of 1988.

McArtor said the number of near midair collision (NMAC) reports from pilots dropped by 27 percent in the January-June period, when compared with the same months in 1987, and operational errors by controllers were down by 18 percent.

In addition, the FAA Administrator said, the number of runway incursions during the first quarter of 1988 was down by 27 percent when measured against the first three months of 1987. Second quarter 1988 figures are not final as yet because of the reporting procedures used in compiling this data.

"These numbers, combined with the generally downward movement in aircraft accident rates in the first half of 1988, indicate a continued pattern of improvement in aviation safety," McArtor said. "Moreover, it's important to remember that these gains have been achieved despite the steady growth of air traffic."

"In fact, the record is even better than the first half statistics show," he added. "Near midair collision reports now have declined in each of the last eight months, when measured against the same months in the preceding year. Controller errors have declined in 11 of the last 12 months, using the same standard of measurement."

"I think we can take some credit for this record of improvement, especially the reduction in operational errors and runway incursions," McArtor continued. "Each has been the subject of special FAA studies and remedial action programs."

"Similar initiatives have been taken to reduce the number of near midair collisions," he said. "These include the reconfiguration of terminal control areas (TCAs) around major airports and the recent regulatory action expanding the requirement for the carriage of Mode C (altitude-reporting) transponders."

97-11

During the first six months of 1988, the agency received 366 pilot reports of near midair collisions, as compared with 500 during the same period last year. Incidents involving at least one air carrier aircraft (including commuters and air taxis) also were down, going from 223 in the first half of 1987 to 165 this year.

FAA generally defines a near midair collision as two or more aircraft coming within 500 feet of each other and creating a potential collision hazard. However, the data base also includes many reports in which the separation distance was given at more than 500 feet but the flight crews believed a collision hazard existed.

The number of operational errors in the January-June period was 518, as compared to 635 in the first six months last year. An operational error is a violation of air traffic control separation standards between two or more controlled aircraft. The great majority do not involve near midair collisions or other safety problems.

Runway incursions dropped from 82 in the first quarter of 1987 to 60 in the first three months this year. These numbers included unauthorized entry onto active runways by both aircraft and ground vehicles.

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U.S. Department of
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M-4/9

139.132

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, August 12, 1988

FAA 39-88
Contact: Dick Stafford
Tel.: (202) 267-8521

CIVIL TILTROTOR TECHNOLOGY ACCELERATED BY FAA AND DOD

The development of tiltrotor technology for civil application by the U.S. government and industry will be accelerated under an agreement by the Federal Aviation Administration and the Department of Defense.

FAA also has been working closely with the National Aeronautics and Space Administration (NASA) to strengthen the relationship between the two agencies in their joint effort to establish a national tiltrotor air transportation system.

In a ceremony today at the FAA Washington headquarters building, FAA Administrator Allan McArtor said the agreement is a major step forward toward changing future interurban transportation patterns. "This commitment," he added, "provides the necessary incentive to get tiltrotor technology underway, in order to meet the future head on."

The tiltrotor combines the best features of helicopters and fixed-wing aircraft. It takes off vertically, like a helicopter, and then the rotor blades are swung downward into a horizontal position to serve as propellers for forward flight. The procedure is reversed on landing, permitting a helicopter-style descent.

Because of these unique capabilities, tiltrotors will be able to operate from special facilities near city centers and, thus, reduce congestion at major commercial airports.

The Memorandum of Agreement with the Defense Department will facilitate FAA participation in ground and flight testing and provide access to technical data from the military V-22 Osprey (a tiltrotor aircraft) program.

The FAA has taken the lead role in adapting the tiltrotor technology developed under NASA and DOD programs to civil use. During the FAA's rigorous certification process, specific attention will be given to the various unique aspects of tiltrotor design and operation. Concerns about public safety, environmental compatibility, aircrew certification, airport/vertiport requirements, and air traffic control handling will need to be addressed.

It is estimated that full certification of pressurized civil tiltrotor aircraft would permit passenger-carrying commercial service in the United States by late 1995. A civil tiltrotor demonstrator could be available as early as 1993.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY

August 15, 1988

FAA 42-88

Contact: Jo Ann Sloane

Tel.: 267-8521

AVIATION SAFETY INDICATORS TO BE DEVELOPED UNDER FAA CONTRACT

The Federal Aviation Administration has awarded a \$693,000 contract to Fu Associates and the Flight Safety Foundation of Arlington, Va., to develop a prototype system of indicators that will more accurately define the safety status of the nation's air transportation system.

In announcing the contract award, FAA Administrator Allan McArtor said, "Accident statistics, by themselves, do not provide a comprehensive barometer of aviation safety, and too often they identify problems after the fact. Similarly, reports of near midair collisions, controller errors, and pilot deviations tell only part of the story.

"We need a set of indicators that will help FAA spot potentially hazardous safety trends early on and initiate corrective programs that will keep accidents from happening," he added. "These indicators also will be useful in providing a more balanced picture of aviation safety in the United States."

The safety indicator project has been a McArtor priority since he took over as FAA Administrator last summer. It is one of the initiatives in his Impact 88 program for upgrading safety levels in aviation. Congress also included a requirement for such a project in the FY 1988 Appropriations Bill.

The contract with Fu Associates and the Flight Safety Foundation, as its principal subcontractor, covers the first phase of a projected five-year, \$7.4 million program to develop a computerized safety measurement system.

The first phase of the contract effort will produce a set of indicators that will provide improved insight into the safety of the air traffic control system. A prototype system is scheduled for completion by mid-1989.

In the second phase, the contractor will develop flight operations safety indicators. The flight operations prototype is scheduled for implementation in early 1990.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
August 15, 1988

FAA 41-88
Contact: John Leyden
Tel.: (202) 267-8521

FLIGHT DELAYS DOWN IN FIRST HALF OF 1988

FAA Administrator Allan McArtor today announced that flight delays in the nation's airspace declined by 44 percent in June and were down 14 percent for the first six months of 1988, compared to the same periods last year.

McArtor noted that the drop in flight delays this year follows a 15 percent decline in 1987 from 1986. Moreover, he added, "flight delays now have declined in 10 of the last 12 months when measured against the same months in the preceding year."

FAA counts only those delays that result from "system" problems, such as bad weather, heavy traffic volumes, air traffic control equipment problems and airport construction. It does not include delays generated by the airlines for mechanical or other reasons.

"The general drought condition -- good weather and lack of thunderstorms -- that prevailed over much of the country in June probably was a factor in the big dropoff in the number of delays for the month," the FAA chief said. "However, I believe the improvement trend also reflects various measures taken by FAA and the Department of Transportation to fine tune our air transportation system. These measures include more realistic airline scheduling practices, more efficient airspace utilization and continued upgrading of the air traffic control system."

FAA's count of flight delays of 15 minutes or more for June was 24,530 compared to 43,424 in June 1987. For the six-month period, the total was 160,695, as opposed to 186,643 in the first half of 1987.

Of the 22 pacing airports where FAA keeps detailed delay statistics, 16 showed a drop in delays in the first six months. Los Angeles International had the best record of improvement with delays down 63 percent, followed by Dallas/Ft. Worth with a 53 percent decline, and Atlanta Hartsfield with 51 percent.

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U.S. Department of
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M-49 139,141
News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
August 23, 1988

FAA 43-88
Contact: John Leyden
Tel.: 202/267-8521

UNITED AIRLINES FIRST TO GET NEW
AUTOMATED OPERATING SPECIFICATIONS

United Airlines today became the first major U.S. carrier to get Operations Specifications -- or operating rules -- produced by a new automated Federal Aviation Administration system designed to increase standardization and promote more equal treatment of the airlines.

United's new Operations Specifications document was signed by both FAA Administrator Allan McArtor and United Airlines' Vice President for Flight Operations Lloyd Barry at a morning ceremony in the agency's Washington, DC, headquarters.

Operations Specifications, or Ops Specs, spell out in detail the ground rules that an airline must follow to comply with the safety requirements of the Federal Aviation Regulations. For example, they cover an airline's type of operation, approved routes and airports, types of aircraft, maintenance schedules, and procedures for controlling airplane weight and balance, among other items.

McArtor noted that Ops Specs currently are produced manually in a time-consuming process that often leads to variations between air carriers. "That is a matter of concern to us because it means that some airlines end up operating under less restrictive standards than others," he added.

"The new system uses a computer to do the job faster and cheaper with a better end product from both the carrier's and FAA's points of view," he continued. "It will give each airline an Ops Specs document tailored to its fleet, its maintenance program, and its personnel. Equally important, it will allow the FAA to do its job of ensuring safety and standardization much more efficiently than is presently the case."

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"We look on this program as a means of increasing understanding and cooperation between FAA and the airline industry," he continued. "And now that United has taken the lead, we look to the other airlines to follow suit. In fact, we already are working on Ops Specs for a number of other carriers."

With this new, automated system, FAA will assume responsibility for initial preparation of the Ops Specs, a task that now is handled by individual carriers who then submit the document for FAA review and approval. To handle the task, two new computer software programs, known as the Operations Specifications Subsystem (OPSS) and the Vital Information Subsystem (VIS), have been added to the current computer system that links FAA's Flight Standards District Offices.

The OPSS software contains 87 standard paragraphs from which the software can choose in producing Operations Specifications tailored to individual airlines depending on their size, equipment, route structure and other variables. For example, if an airline flies nothing but turbo-jet aircraft, OPSS will omit all sections applicable to propeller-driven aircraft. If the airline flies exclusively within the United States, OPSS will omit any material dealing with international flights.

Similarly the Ops Specs for commuter airlines can be written to reflect their specific requirements and the fact that they operate under a different part of the Federal Aviation Regulations than carriers with large aircraft.

The Vital Information Subsystem will complement the OPSS software by providing a detailed database on each airline that will be used in preparing the Ops Specs document. FAA safety inspectors nationwide also will be able to access this database on a continuing basis in performing their normal job functions.

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U.S. Department of
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M. 49
News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
August 26, 1988

FAA 44-88
Contact: Dick Stafford
Tel.: (202) 267-8521

**FAA AWARDS CONTRACT TO PROVIDE
WEATHER DATA DIRECTLY TO PILOTS**

The Federal Aviation Administration has awarded a \$10.4 million contract to Contel ASC of McLean, Va., for new computer systems that will process vital weather information for automatic transmission and display in aircraft cockpits.

In announcing the contract, FAA Administrator Allan McArtor said the new computers "will give pilots faster access to vital weather information necessary for safe flight." Moreover, he added, "they will reduce the communications workload on both pilots and air traffic control specialists since transmissions will be over automatic data link channels."

Under the contract, Contel will provide Weather Communications Processors (WCPs) to the 22 FAA air route traffic control centers responsible for the control of aircraft operating under instrument flight rules between cities in the 50 states. Two FAA support facilities also will get the equipment. Installation at the centers will begin in 1990 with all sites operational in 1992.

The WCPs will work in conjunction with an automatic air/ground data link system that will allow pilots of aircraft equipped with advanced technology Mode S transponders to request and receive hazardous and routine weather information automatically. Pilots will be able to access the WCP data base directly and have the information presented on a CRT (cathode ray tube) type display in the cockpit or get a hard copy printed. Both pilot queries and the WCP responses will be transmitted over discrete channels provided by Mode S ("S" stands for "selective address") transponders.

Initially, WCPs will provide pilots with such weather information as terminal forecasts, winds aloft, surface and airborne observations, and radar summaries, as well as warnings of severe weather conditions. Future enhancements will include, among other things, the delivery of hazardous weather radar graphics, route forecast and notices to airmen (NOTAMs).

The Weather Communications Processors are one of more than 90 projects included in FAA's modernization of the nation's air traffic control/air navigation system. Included are new air traffic control computers, terminal and en route radars, weather radars, navigation aids and precision landing systems.

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U.S. Department of
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139.146
News: M-49

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, September 1, 1988

FAA 45-88
Contact: Wendy DeMocker
Tel.: (202) 366-4570
Fred Farrar
Tel.: (202) 267-8521

AIRPORT SECURITY INSPECTIONS RESULT IN FINES OF OVER \$1 MILLION

The Federal Aviation Administration (FAA) announced today that 32 airlines will have to pay more than \$1 million in fines for failing security tests.

Airlines are required by FAA regulations to screen all passengers and their carry-on luggage for weapons or explosives. They can hire a security firm to do the screening, but they remain liable for detection failures. The security lapses involved failures to detect items that were not weapons but that should have been detected as weapons by airport X-ray and metal detector operators.

"Effective security screening is essential to the continuing safety of our air transportation system and we intend to do what is necessary to make the detection rate as high as possible," said FAA Administrator T. Allan McArtor. "We have no choice but to take tough enforcement action in those instances where security lapses are discovered."

Tough enforcement was ordered by Secretary of Transportation Jim Burnley last March in an effort to increase the effectiveness of the screening system.

"These special tests are designed to determine if security initiatives have been implemented and to evaluate the overall effectiveness of the Civil Aviation Security Program," Burnley said. "We will continue to test the airport security network to assure that the system provides the protection the American public expects and deserves. We want to see a 100 percent success rate in detecting weapons and dummy weapons," the Secretary added.

Under the special inspections, some objects are placed in luggage by FAA security inspectors for screening by X-ray. Other items are hidden on their persons to test metal detectors and the people operating them.

McArtor reported a recent audit of the security tests found some checkpoints scoring 95 percent and higher. In 1987, the national detection average was 78.9 percent; in the first six months of 1988, the average rose to 85.6 percent.

"While the improvement in the detection rate is encouraging, we must continue our policy of testing and tough enforcement to insure industry-wide improvement and system-wide safety," McArtor said.

The carriers assessed penalties include:

- more -

<u>AIR CARRIER</u>	<u># CASES</u>	<u>\$ AMOUNT</u>
1. AIR AMERICA	1	(\$ 1,000)
2. AIR MIDWEST	1	(\$ 1,000)
3. AIR WISCONSIN	3	(\$ 3,000)
4. ALASKA AIRLINES	4	(\$ 31,000)
5. ALOHA AIRLINES	2	(\$ 11,000)
6. AMERICA WEST	2	(\$ 20,000)
7. AMERICAN	15	(\$ 96,000)
8. AMERICAN TRANS AIR	1	(\$ 10,000)
9. AV AIR	1	(\$ 1,000)
10. BRANIFF	1	(\$ 10,000)
11. BRIT AIRWAYS	1	(\$ 1,000)
12. COMAIR	1	(\$ 1,000)
13. CONTINENTAL	16	(\$ 79,000)
14. DELTA	23	(\$113,000)
15. EASTERN	13	(\$ 67,000)
16. EXPRESS AIRLINES I	2	(\$ 2,000)
17. FLORIDA EXPRESS	1	(\$ 1,000)
18. HAWAIIAN	3	(\$ 12,000)
19. HORIZON	1	(\$ 1,000)
20. JETSTREAM	1	(\$ 1,000)
21. MIDWEST EXPRESS	1	(\$ 1,000)
22. NORTHWEST	21	(\$156,000)
23. PAN AM	4	(\$ 51,000)
24. PIEDMONT	5	(\$ 32,000)
25. SIMMONS	1	(\$ 1,000)
26. SKYWEST AIRLINES	2	(\$ 20,000)
27. SOUTHWEST	3	(\$ 21,000)
28. SUN COUNTRY	1	(\$ 10,000)
29. TWA	9	(\$ 63,000)
30. UNITED	26	(\$215,000)
31. US AIR	12	(\$ 58,000)
*		
PSA	7	(\$ 61,000)
32. WINGS WEST	1	(\$ 10,000)

*
PSA has merged with US AIR.

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U.S. Department of
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139.147
News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
September 8, 1988

FAA 47-88
Contact: Jo Ann Sloane
Tel.: (202) 267-8521

**FAA APPROVAL OF FOREIGN AIRLINE
SECURITY PROGRAMS PROPOSED**

The Federal Aviation Administration has proposed a new regulation that would require foreign airlines serving the United States to submit written security programs that are acceptable to FAA.

FAA Administrator Allan McArtor said the action "reflects the increased importance placed on civil aviation security worldwide because of the continuing threat of international terrorism." He noted that the proposal would effect 111 foreign carriers and "would help to ensure that their security programs meet all applicable U.S. and international requirements."

Under current regulations, foreign airlines flying into and out of the United States must comply with the same basic security rules as American carriers and must provide FAA with information regarding their security programs upon request. However, there is no provision for formal FAA review and acceptance of these plans.

Under the proposal, foreign carriers would be prohibited from serving U.S. airports 90 days after the effective date of the final rule unless their security programs have received FAA approval. The programs would have to describe the procedures, facilities, and equipment used to ensure the safety of passengers and property against acts of criminal violence and air piracy.

The FAA Notice of Proposed Rulemaking is being published in the Federal Register Sept. 8, 1988. Written comments on the proposal should be mailed to FAA, Office of the Chief Counsel, Attention: Rules Docket No. 25693, 800 Independence Avenue S.W., Washington, D.C. 20591. The deadline for comments is Nov. 7, 1988.

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U.S. Department of
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News:

139.148

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
September 8, 1988

FAA 46-88
Contact: Pat Tomasetti
Tel.: (202) 267-3442

FAA ISSUES NEW LIST OF TECHNICAL REPORTS

The Federal Aviation Administration has published a new list of scientific and technical aviation reports available to the public.

The list covers the period from January 1988 through June 1988 and updates an earlier list released on March 18, 1988.

Subjects include advanced automation, aircraft safety and airport technology, aviation medicine, environment, navigation and weather.

Registered federal government agencies and their contractors may order individual reports from the Defense Technical Information Center (DTIC), Building 5, Cameron Station, Alexandria, Va. 22314. The public may order individual reports from the National Technical Information Service (NTIS), 5285 Port Royal Road, Springfield, Va. 22161. A price list and list of the publications are attached.

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8/87, 127p. ADA 189 549

DOT/FAA/CT-87/34
NEW YORK TRACON DEMONSTRATION OF PROGRAM RECODING
REQUIREMENTS ANALYSIS DOCUMENT. 8/87, 268p. ADA 189 862

DOT/FAA/CT-TN87/43
HOST COMPUTER SYSTEM CAPACITY MANAGEMENT PROGRAM.
2/88, 49p. ADA 193 416

AIRCRAFT SAFETY AND AIRPORT TECHNOLOGY

DOT/FAA/CT-86/40
AIRCRAFT ELECTROMAGNETIC COMPATIBILITY.
9/85-6/87, 6/87 154p. ADA 189 055

DOT/FAA/PS-87/1
AIRPORT SURFACE TRAFFIC AUTOMATION STUDY
(ATC-156,) 5/88, 80p. ADA 194 553

FAA-DL5/87/1
ESTIMATES OF POTENTIAL INCREASES IN AIRPORT
CAPACITY THROUGH ATC SYSTEM IMPROVEMENTS
IN THE AIRPORT AND TERMINAL AREAS.
11/87, 104p. ADA 188 532

DOT/FAA/PM-87/8
MICRO PAVER: CONCEPT AND DEVELOPMENT.
AIRPORT PAVEMENT MANAGEMENT SYSTEM.
7/87, 43p. ADA 187 360

DOT/FAA/CT-87/10
HELIPORT PARKING, TAXIING, AND
LANDING AREA CRITERIA TEST PLAN.
7/87, 20p. ADA 189 141

DOT/FAA/PM-87/10
PRESSUREMETER MODULI FOR AIRPORT
PAVEMENT DESIGN AND EVALUATION.
8/87, 254p. ADA 188 338

DOT/FAA/CT-87/13
KRASH PARAMETRIC SENSITIVITY STUDY--TRANSPORT
CATEGORY AIRPLANES.
10/85-6/86, 12/87, 174p. ADA 189 962

DOT/FAA/CT-87/18
FUEL CONTAINMENT CONCEPTS - TRANSPORT
CATEGORY AIRPLANES. 1/86-3/87, 11/87, 202p. ADA 189 818

AIRCRAFT SAFETY AND AIRPORT TECHNOLOGY (CONT.)

DOT/FAA/PM-87/19
DESIGN OF OVERLAYS FOR RIGID AIRPORT
PAVEMENTS. 1/82-6/87, 4/88, 270p. ADA 194 331

DOT/FAA/CT/TN-87/21
ROTORCRAFT TCAS EVALUATION: GROUP3
RESULTS. 9/85-12/85, 10/87, 67p. ADA 191 719

DOT/FAA/PM-87/27
SOFT-GROUND AIRCRAFT ARRESTING SYSTEMS.
9/86-8/87, 8/87 144p. ADA 190 838

DOT/FAA/CT-87/32
CURRENT FIRE SAFETY DESIGN ASPECTS OF
COMMUTER AIRCRAFT. 3/88, 95p. ADA 194 554

DOT/FAA/ES-88/1
INVESTIGATION OF THE INTER-RELATIONSHIP
BETWEEN BASE PAVEMENT STIFFNESS AND ASPHALT
OVERLAY COMPACTION. 3/88, 188p. ADA 194 555

DOT/FAA/FS-88/1
COCKPIT AND CABIN CREW COORDINATION.
10/85-11/85, 2/88, 72p. ADA 192 445

AVIATION MEDICINE

DOT/FAA/AM-87/6
PRIVATE PILOT JUDGMENT TRAINING IN
FLIGHT SCHOOL SETTINGS. 5/87. 39p. ADA 188 408

DOT/FAA/AM-87/7
SUDDEN IN-FLIGHT INCAPACITATION
IN GENERAL AVIATION. 8/89, 13p. ADA 187 044

DOT/FAA/AM-87/8
A TEMPERATURE/HUMIDITY TOLERANCE INDEX FOR
TRANSPORTING BEAGLE DOGS IN HOT WEATHER.
11/87, 20p. ADA 190 948

ENVIRONMENT

FAA/EE-87/2
INTERNATIONAL CIVIL AVIATION ORGANIZATION
COMMITTEE ON AVIATION ENVIRONMENTAL PROTECTION
HELICOPTER NOISE MEASUREMENT REPEATABILITY PROGRAM.
9/87, 252p. ADA 188 540

NAVIGATION

DOT/FAA/CT-87/15
NAVIGATION RECOVERY BLOCK DESIGN DESCRIPTION
3/87, 84p. ADA 187 840

NAVIGATION (CONT.)

DOT/FAA/PM-87/15
REPORT OF SAFETY SURVEY: HUMAN INTEGRATION
OF APPROACH CHARTS. 5/87, 197p. ADA 188 723

DOT/FAA/CT/TN-87/19
MICROWAVE LANDING SYSTEM AREA NAVIGATION
(MLS RNAV) TRANSFORMATION ALGORITHMS AND
ACCURACY TESTING. 7/87, 148p. ADA 189 424

DOT/FAA/CT/TN-87/23
ALASKA LORAN C PROBE TEST RESULTS.
9/87, 77p. ADA 189 131

DOT/FAA/CT-TN-87/36
CESSNA 172 MICROWAVE LANDING SYSTEM TERMINAL
INSTRUMENT PROCEDURES (TERPS) APPROACH
DATA COLLECTION AND PROCESSING DATA REPORT.
10/87, 208p. ADA 191 241

DOT/FAA/CT-TN87/49
MICROWAVE LANDING SYSTEM MATHEMATICAL MODELING
STUDY FOR RUNWAY 22L, MIDWAY AIRPORT, CHICAGO, IL
8/87=10/87,1/88, 66p. ADA 191 721

WEATHER

DOT/FAA/PM-85-27 (ATC-134)
FAA=LINCOLN LABORATORY OPERATION
WEATHER STUDIES (FLOWS); AUTOMATIC WEATHER
STATION NETWORK IN OPERATION. 3/87, 269p. ADA 194 552

DOT/FAA/PM-86/16 (ATC-138)
ASSESSMENT OF ASR-9 WEATHER CHANNEL
PERFORMANCE ANALYSIS AND SIMULATION.
7/86, 142p. ADA 191 147

DOT/FAA/PM-87/16
WEATHER RADAR STUDIES. SEMIANNUAL TECHNICAL SUMMARY
4/86=9/86, 7/86, 78p. ADA 192 232

DOT/FAA/PM-86/38 (ATC-140)
A PRELIMINARY ASSESSMENT OF THUNDERSTORM OUTFLOW
WIND MEASUREMENTS WITH AIRPORT SURVEILLANCE RADARS.
5/87, 108p. ADA 189 064

DOT/FAA/PS-87/4
DEVELOPMENT AND TESTING OF THE GUST FRONT
ALGORITHM. 11/87, 40p. ADA 189 722

DOT/FAA/PM-87/21 (ATC-143)
GROUND CLUTTER PROCESSING FOR WIND
MEASUREMENTS WITH AIRPORT SURVEILLANCE RADARS.
11/87, 52p. ADA 187 708

WEATHER (CONT.)

DOT/FAA/CT-87/16
THE EFFECT OF WEATHERING ON OCTANE QUALITY
FOR WINTER-GRADE AND SUMMER-GRADE GASOLINE.
12/87, 74.p ADA 190 640

DOT/FAA/PM-87/25 (ATC-147)
TERMINAL DOPPLER WEATHER RADAR (TDWR) PULSE
REPETITION FREQUENCY (PRF) SELECTION CRITERIA.
3/88, 66p. ADA 193 089

DOT/FAA/PM-87/26
TERMINAL DOPPLER WEATHER RADAR (TDWR)
CLUTTER RESIDUE MAP GENERATION AND USAGE.
1/88, 34p. ADA 191 148

DOT/FAA/PM-87/36 (ATC-154)
A COMPARISON OF PORTABLE AUTOMATED MESONET (PAM-11)
AND FAA/LINCOLN LABORATORY OPERATIONAL WEATHER STUDIES
(FLOWS) MESONET DATA DURING COOPERATIVE HUNTSVILLE
METEOROLOGICAL EXPERIMENT (COHMEX).
12/87, 57p. ADA 190 227

DOT/FAA/PS-88/3
VERY SHORT RANGE STATISTICAL FORECASTING
OF AUTOMATED WEATHER OBSERVATIONS. 10/86-9/87,
1/88, 239p. ADA 190 803

MISCELLANEOUS

DOT/FAA/CT-86/34
HARDWARE FAULT INSERTION AND INSTRUMENTATION
SYSTEM: EXPERIMENTATION AND RESULTS. 3/87, 89p. ADA 189 863

DOT/FAA/CT-86/44
DIGITAL SYSTEM BUS INTEGRITY. 3/89, 100p. ADA 189 964

DOT/FAA/ACS-87/1(25)
SEMIANNUAL REPORT TO CONGRESS ON THE EFFECTIVENESS
OF THE CIVIL AVIATION SECURITY PROGRAM.
8/87-12/87, 6/87, 27p. ADA 181 331

DOT/FAA/ACS-87/1(26)
SEMIANNUAL REPORT TO CONGRESS ON THE
EFFECTIVENESS OF THE CIVIL AVIATION SECURITY
PROGRAM. 1/87-6/87, 11/87, 30p. ADA 188 421

FAA/APO-87/15
ECONOMETRIC COST FUNCTIONS FOR FAA COST
ALLOCATION MODEL. 11/87, 71p. ADA 188 684

FAA STATISTICAL HANDBOOK OF AVIATION.
1986, 222p. ADA 190 290

MISCELLANEOUS (CONT.)

U.S. CIVIL AIRMEN STATISTICS, CY-1987. 3/88, 38p.	ADA 191 714
DOT/FAA/CT-83/26 METHODS AND MEASUREMENTS IN REAL-TIME AIR TRAFFIC CONTROL SYSTEM SIMULATION. 4/83, 176p.	ADA 193 533
DOT/FAA/CT-86/27 SOFTWARE DEPENDABILITY ASSESSMENT METHODS. 11/86, 139p.	ADA 189 965
DOT/FAA/CT-86/31 HARDWARE FAULT INSERTION AND INSTRUMENTATION SYSTEM: MECHANIZATION AND VALIDATION. 3/87, 33p.	ADA 189 963
DOT/FAA/CT-86/33 N-VERSION SOFTWARE DEMONSTRATION FOR DIGITAL FLIGHT. 3/87, 151p.	ADA 189 864
FAA/MS-87/5 GENERAL AVIATION ACTIVITY AND AVIONICS SURVEY. (ANNUAL REPORT, CY-1986), 12/87, 292p.	ADA 189 986
FAA/APO-87/12 ALLOCATION OF FUTURE FEDERAL AIRPORT AND AIRWAY COSTS. 12/86, 111p.	ADA 188 685
FAA/APO-87/11 ALLOCATION OF FEDERAL AIRPORT AND AIRWAY COSTS FOR FY-1985. 12/86, 155p.	ADA 188 695
FAA/APO-87/13 AIRPORT AND AIRWAY COSTS ALLOCATED TO THE PUBLIC SECTOR 1985-1997. 12/86, 98p.	ADA 188 675
FAA/APO-87/14 FAA COST RECOVERY OPTIONS. 12/86, 52p.	ADA 188 596
FAA/APO-87/16 USERS MANUAL FOR FAA COST ALLOCATION. 12/86, 72p.	ADA 189 470
FAA/APO-87/18 THE DEMAND FOR SINGLE ENGINE POSITION AIRCRAFT. 8/87, 152.p	ADA 188 768
FAA/APO-88/1 FAA AVIATION FORECASTS, FY-1988-1999. 193p.	ADA 191 711

MISCELLANEOUS (CONT.)

DOT/FAA/CT/TN-87/39
OPTIMIZATION OF THE DILATION CHARACTERISTIC
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CONTROL FACILITY. 8/87, 45p. ADA 191 720

CRIMINAL ACTS AGAINST CIVIL AVIATION, 1986. 47p. ADA 193 020

PROJECT SAFE: A BLUEPRINT FOR FLIGHT STANDARDS.
PART I. 1984, 139p. ADA 186 256

AIRPORT ACTIVITY STATISTICS OF CERTIFICATED
ROUTE AIR CARRIERS. CY-1986, 917p. ADA 188 263

AIRCRAFT HIJACKINGS AND OTHER CRIMINAL ACTS
AGAINST CIVIL AVIATION STATISTICAL AND
NARRATIVE REPORTS. UPDATED TO JAN.1, 1986.
5/86, 291p. ADA 192 110

REPORT FOR THE SECRETARY
NATIONAL AIR TRANSPORTATION INSPECTION
PROGRAM: FEDERAL AVIATION ADMINISTRATION.
3/84-6/84, 141p. ADA 186 255

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FOR RELEASE THURSDAY

October 6, 1988

FAA 51-88

Contact: Wendy DeMocker

Tel.: (202) 366-4570

Fred Farrar

Tel.: (202) 267-8521

DOT ANNOUNCES NEW SAFETY AND DRUG INTERDICTION RULES

Secretary of Transportation Jim Burnley today announced two regulatory actions aimed at cutting the flow of drugs into this country and reducing the threat of midair collisions over U.S. coastal waters.

"As part of the Administration's initiatives to reduce the flow of illegal drugs entering the country, the FAA is mandating additional aircraft reporting and equipment requirements to distinguish between legitimate flights and those potentially involved in drug smuggling" Burnley said. "Similar FAA actions related to flights through Air Defense Identification Zones (ADIZs) along the Florida coast are credited with forcing many aerial drug smugglers out of that airspace and into other areas."

"In addition," the Secretary noted, "this should reduce the potential for midair and near midair collisions by providing air traffic controllers with more complete information on aircraft operating through an ADIZ."

One of the FAA actions involves the issuance of a final rule requiring anyone who flies through an ADIZ to file a flight plan before entering that airspace and to make periodic position reports once inside the ADIZ. Also, if the aircraft is equipped with a transponder, including those with altitude-reporting capability, the pilot must have this equipment turned on at all times.

Transponders help air traffic controllers track aircraft by sending out a strong radar pulse that also can be coded to include altitude information. This requirement will become effective 60 days after publication in the Federal Register.

The second FAA action is a notice of proposed rulemaking that would require all aircraft operating in an ADIZ to have a functioning altitude-reporting transponder. It complements a recently adopted FAA rule that expands the requirement for carriage of this equipment to include approximately 140 U.S. airports and the airspace above 10,000 feet mean sea level. Deadline for comments on the notice of proposed rulemaking will be 30 days after publication.

Prior to the emergence of aerial drug smuggling as a national problem, FAA rules required ADIZ flight plans and position reports only for those aircraft capable of flying at airspeeds of more than 180 knots, since slower aircraft were not considered to represent a military threat. The rules were amended in March 1982 to include all flights through the Florida ADIZ areas in order to improve identification of drug smugglers.

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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
October 13, 1988

FAA 52-88
Contact: John Leyden
Tel.: (202) 267-8521

**FAA IMPLEMENTS EXPANDED PROGRAM
TO REDUCE POTENTIAL FOR MIDAIR COLLISIONS**

An expanded program designed to reduce further the risk of midair collisions has been installed at FAA's 20 domestic air route traffic control centers, FAA Administrator Allan McArtor announced today.

McArtor said the expanded program — called the conflict alert program — warns controllers when controlled and certain uncontrolled aircraft are on converging flight paths so the controllers can take corrective action to ensure safe separation.

"Since approximately 60 percent of all near midair collisions involve one controlled and one uncontrolled airplane," he added, "this enhancement to the conflict alert function should help to reduce further the potential for these incidents." He noted that the number of reported near midair collisions already has dropped by almost 30 percent this year when compared to 1987.

The program is the first enhancement to the recently installed Host computer systems in the 20 centers that provide separation service to aircraft operating under instrument flight rules (IFR) between cities. IFR aircraft are required to file flight plans, fly prescribed routes and altitudes and comply with all air traffic control instructions.

The Host computer system already incorporates a conflict alert program that warns controllers when two IFR aircraft are on converging flight paths provided they are equipped with a Mode C (altitude-reporting) transponder. Based on an aircraft's position, direction, speed and altitude, the computer projects the flight path ahead two minutes and searches for conflicts. When the aircraft are projected to get closer than the required separation minimums (generally five miles horizontally or 1,000 feet vertically), the controller is given a visual signal.

The new program extends the conflict alert function to include cases where IFR aircraft are approaching potential conflict with Mode C-equipped aircraft operating under visual flight rules (VFR). Most general aviation (private and business) pilots fly VFR, which essentially restricts them to good weather when they have sufficient visibility to maintain visual separation from all other aircraft. They do not ordinarily receive air traffic control guidance except when flying in a terminal control area (TCA) or landing at an airport with an operating control tower.

-more-

FAA plans to achieve nationwide coverage with the new program in all airspace above 5,000 feet mean sea level within 90 days. Initial implementation at each control center was for the airspace above 12,500 feet.

FAA currently requires Mode C equipment to fly above 12,500 feet and will expand that requirement down to 10,000 feet July 1, 1989. Mode C also is needed to fly in the controlled airspace around 27 of the nation's busiest airports, and that number will increase to more than 150 on Dec. 30, 1990.

FAA plans to add the enhanced conflict alert function -- known as Mode C Intruder or MCI -- to automated radar terminal systems already installed at more than 60 major airports. A contract award is projected for 1989 with implementation beginning in 1991.

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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
November 1, 1988

FAA 54-88
Contact: Kathleen Harrington
Tel.: (202) 267-3883
Pat Cariseo
Tel.: (202) 267-8521

FAA/INDUSTRY PROGRAM UNDERWAY TO IMPROVE PILOT/CONTROLLER COMMUNICATIONS

FAA Administrator Allan McArtor has announced a three-month FAA/industry partnership program to increase aviation's margin of safety by improving communications effectiveness between pilots and air traffic controllers.

McArtor kicked off the Pilot/Controller Communications Awareness initiative during the Air Traffic Control Association's annual convention on Nov. 1 in Arlington, Va.

A veteran pilot himself, McArtor said the program is intended to highlight the direct relationship between good communication techniques and flight safety when operating in the air traffic control system.

"Increasing safety for the hundreds of millions of Americans who fly every year is our top priority," McArtor said. "This program is a prime example of how government and industry are working together to make the world's best air traffic control system even better."

Throughout the program, the pilot/controller communications awareness theme will be featured in safety seminars and workshops nationwide. FAA also will be holding open houses at air traffic control facilities around the country and encouraging pilots to visit.

In addition, a 44-page booklet, entitled "A Call to Action," with common sense tips for effective communications is being sent to all air traffic controllers as well as to approximately 700 FAA field offices nationwide. Aviation industry groups also are distributing the booklet to tens of thousands of pilots.

The booklet highlights 12 specific communications problem areas and gives examples of how they can hamper pilot and controller efficiency. It also outlines concrete ways to avoid garbled communications in the future. Some examples of problems are:

- * Similar sounding letters and numbers that can cause confusion about aircraft types and call signs;

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- * Improper use of standard phraseology designed to reduce chances for miscommunications;
- * Accents and voice inflections that can result in misunderstandings;
- * Failure of pilots to read back clearances issued by air traffic controllers;
- * Controller hearback problems when listening to pilot readbacks and other messages;
- * Poor radio discipline;
- * Simultaneous transmissions that can garble messages;
- * Stuck microphone buttons that can cause problems for everyone sharing the same frequency.

The booklet suggests solutions to common communications problems -- i.e., those with accents should remember that they affect both speaking and listening and compensate accordingly; adjust radio equipment, including volume and microphone placement; and use a normal speaking voice and proper phraseology to minimize confusion of similar sounds. Tape recording of voices also is recommended to hear how one sounds to others.

The program is a cooperative effort involving such aviation groups as the Air Line Pilots Association, Air Traffic Control Association, Aircraft Owners & Pilots Association, AOPA Air Safety Foundation, Air Transport Association, Denro, General Aviation Manufacturers Association, National Association of Air Traffic Specialists, National Air Traffic Controllers Association, National Business Aircraft Association, U.S. Air Force and NASA.

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U.S. Department of
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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, October 13, 1988

FAA 53-88
Contact: Kathleen Harrington
Tel.: (202) 267-3883

FAA ANNOUNCES INITIATIVES TO AUGMENT STAFF AT O'HARE

FAA Administrator Allan McArtor today announced three initiatives to augment the staffing levels at the Chicago O'Hare facilities.

Today's actions include:

- o FAA will shortly sign a contract to provide on-site training in the Chicago terminal radar control room (TRACON) and the Chicago O'Hare tower cab. The contract will release full performance level (FPL) controllers — three in the Tracon and two in the tower cab — from training duties and allow them to return to the active control of air traffic.

- o Five former O'Hare full performance level (FPL) controllers will be temporarily reassigned within 30 days to that facility to increase staffing. FAA already has completed the temporary transfer of four former O'Hare FPL controllers for a total of nine new controllers.

- o Staffing in the Chicago terminal radar control room (TRACON) will be increased with the addition of two new "feeder" positions to handle arrival traffic. Currently, the TRACON utilizes two arrival control positions for O'Hare. The agency currently is developing a plan to add a feeder position to each arrival position to reduce complexity and ease the workload. The plan will be ready by mid-January.

"People, equipment, and procedures constitute the core of the long term solution to Chicago O'Hare. Last week, we addressed the procedures side of the O'Hare equation when we imposed new restrictions on O'Hare traffic, using the Central Flow Control Facility in FAA's Washington headquarters, and initiated a review of the high density rule that currently governs the number of flights at O'Hare," McArtor said.

Additionally, McArtor noted that FAA is reviewing the recently completed report of its "System Safety and Efficiency Review" task force on O'Hare and will announce the long term action plan to implement its recommendations in the near future.

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Office of the Assistant Secretary for Public Affairs,
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
November 2, 1988

FAA 55-88
Contact: Wendy De Mocker
Tel.: (202) 366-4570
Kathleen Harrington
Tel.: (202) 267-3883

**FAA BUYS 47 RADARS TO WARN
OF WINDSHEAR AT MAJOR AIRPORTS**

Controllers will be able to warn pilots of hazardous windshear conditions and microbursts, using new Doppler Weather Radar systems which will be installed at 47 major airports, Secretary of Transportation Jim Burnley announced today. A contract for the Doppler radar systems has been awarded to the Raytheon Company, Equipment Division, Wayland, Mass.

Secretary Burnley said, "The terminal Doppler radar system has a greater potential for realizing safety gains than perhaps any other individual item of equipment in our National Airspace System modernization program. This is readily apparent from a review of accident data showing that windshear has been a major cause of airline fatalities in recent years. It has contributed to at least five major airline accidents that claimed more than 500 lives in the past 15 years.

"A test last summer of a prototype system at Denver's Stapleton Airport offered dramatic proof of just how effective this equipment can be. During the 60-day evaluation period, the Doppler radar detected 47 microbursts within five miles of the airport and more than 200 in the entire area of coverage."

Windshear is a sudden change in wind speed and/or direction that can cause an aircraft to stall or lose altitude rapidly. It poses a special hazard during take-offs and landings when pilots may lack the speed and altitude necessary to recover from an encounter. A microburst is a small scale and particularly violent form of windshear.

Raytheon will provide 47 terminal Doppler weather radar (TDWR) systems with options to expand the procurement to a maximum of 102 systems. With all options exercised, the contract value will be \$282.56 million.

FAA Administrator Allan McArtor called use of Doppler radar "a major step forward in the detection of severe weather conditions in airport terminal areas." He noted that the Doppler system differs from conventional radar in that "it can actually look inside storms and measure dangerous wind shifts that pose a threat to aircraft during the critical take-off and landing phases of flight.

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"This information will be presented on a special display used by controllers, and they will issue advisories as necessary," McArtor added. "Later, with the introduction of automatic data link capability into the National Airspace System, this information can be transmitted directly to aircraft in flight on a cockpit display."

The multi-year contract award is part of a broad FAA attack on the windshear problem that includes both new ground and airborne equipment, pilot training programs and advanced research and development work. Just last month, FAA ordered the nation's airlines to equip all of their large jets over the next four years with windshear detection and flight guidance systems that can help pilots escape from windshear encounters. The same rulemaking action also directed the airlines to establish windshear training programs for their flight crews.

FAA will install the first two terminal Dopplers at FAA facilities for use in training and research and development, with the remainder going to pre-selected commercial airports. First delivery to the FAA Technical Center in Atlantic City is scheduled for the fall of 1991 with the first field delivery 10 months later.

Doppler radar gets its name from the 19th century Austrian physicist Christian Doppler who discovered that an object's speed and direction can be determined by the wave lengths or frequency it emits. The Doppler principle is most often illustrated by the example of a train whistle. That is, the whistle of a departing train has a lower pitch than that of an approaching train because the sound waves are getting longer as the train moves farther away.

Doppler radar transmits a round, narrow "pencil" beam to target objects as small as raindrops or minute dust particles and then determines their velocity by measuring the frequency shifts of the reflected signal.

Raindrops blowing toward the antenna, for example, reflect a higher frequency than those moving in the opposite direction. This data then is analyzed by a computer which is programmed to recognize the existence of windshear and issue a warning of its presence.

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Office of the Assistant Secretary for Public Affairs
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FOR RELEASE MONDAY
November 7, 1988

FAA 57-88
Contact: Kathleen Harrington
Tel.: (202) 267-3883
Fred Farrar
Tel.: (202) 267-8521

FAA AWARDS CONTRACT FOR NEW EXPLOSIVES DETECTION DEVICE

The Federal Aviation Administration has awarded an \$8.4 million contract to Science Applications International Corp. of San Diego, Calif., for five operational models of a new type of explosives detection system.

Known as TNA (for Thermal Neutron Analysis), the new system is the result of three years of FAA-sponsored research and development. Extensive testing of the equipment at airports has shown it can quickly and effectively screen checked baggage and air cargo for all types of explosives. The system is not intended for use in screening passengers or their carry-on items.

The TNA system emits a continuous flow of low-energy neutrons that pass through the luggage or cargo and interact with the chemical elements in explosives. The device measures the gamma rays produced by this process and, then, triggers an alarm.

All functions are performed automatically, and there is no requirement for human monitoring or intervention. This eliminates the possibility for human error, which is a primary goal of FAA's aviation security research and development program.

The TNA system was developed by Science Applications International under FAA contract. Two prototype models have undergone extensive testing on more than 40,000 pieces of luggage at airports. With continuing improvements to the system, it achieved a 95 percent detection rate with only a four percent false alarm rate.

The TNA equipment can scan one piece of luggage every six seconds, leaving no detectable residual radiation in the luggage or its contents. The five units to be built under the new contract will be installed at selected airports to be named later.

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FOR IMMEDIATE RELEASE
Wednesday, November 16, 1988

FAA 58-88
Contact: Kathleen Harrington
Tel.: (202) 267-3883
John Leyden
Tel.: (202) 267-8521

FAA UPDATES FOREIGN REPAIR STATION CERTIFICATION RULES

The Federal Aviation Administration is revising its 40-year-old regulations governing the certification of foreign repair stations to meet the growing demand for the maintenance of U.S.-registered aircraft worldwide.

Under the rule change, U.S. airline operators will be able to obtain additional repair and maintenance services from FAA-certificated foreign repair stations. Currently, there are approximately 200 such facilities worldwide as compared to 4,400 domestic repair stations.

All foreign repair stations will be certificated to the same strict standards that apply to domestic repair stations. FAA surveillance, and recertification on an annual or biennial basis, will ensure that these stations are using properly qualified personnel, properly certified parts, and that they are maintaining complete records.

Although the new rule increases the scope and type of work U.S.-certificated foreign repair stations can do, FAA still will require a demonstration of need before initiating the certification procedure. The agency's position continues to be that U.S. foreign repair station certification should be used mainly in support of U.S.-registered aircraft or U.S. operators.

In the preamble to its final rule, FAA said, "The civil aviation environment has changed significantly since the foreign repair station regulations were first adopted in 1949. More foreign-manufactured aircraft are being flown by U.S. operators and the need for increased maintenance capability for U.S.-registered aircraft from both foreign manufacturers and U.S.-certificated foreign repair stations has dramatically increased in the past 39 years."

The agency cited the commuter airline industry as an example of changing trends in U.S. aviation. Of the 18 aircraft most commonly used by U.S. commuters, 12 are manufactured abroad. Included are almost all of the commuter aircraft with more than 19 seats.

However, FAA pointed out that in many cases even those foreign manufacturers with a U.S. repair station certificate have been unable under present regulations to repair their products. Even warranty work has been curtailed.

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The new rule eliminates the current provision limiting these facilities to "performance of work on aircraft which are used in operations conducted in whole or in part outside the United States." It not only removes this geographic limitation but broadens the scope of work to include "airframes, powerplants, propellers, or component parts" of U.S.-registered aircraft, regardless of where they are manufactured.

The change will permit U.S. commuter airlines operating foreign-made airplanes, for example, to ship various components to FAA-certificated repair stations overseas that specialize in the maintenance and repair of this equipment. FAA noted that frequently these services are not available at domestic repair stations because they have not acquired either the required tools or training.

Another change will permit a manufacturer and type certificate holder that is either a foreign or domestic repair station to contract maintenance of components to certain designated noncertified sources, such as the original manufacturer, under certain conditions. For example, the component must be approved in accordance with the repair station's quality control system before it can be returned to service.

The new rule will be published in the Federal Register. It is based on a notice of proposed rulemaking issued on Nov. 24, 1987.

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Office of the Assistant Secretary for Public Affairs
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FOR RELEASE WEDNESDAY
November 23, 1988

FAA 59-88
Contact: Kathleen Harrington
Tel.: (202) 267-3883
Lowell Johnson
Tel.: (202) 267-3831

AIRPORT GRANT ALLOCATIONS ISSUED FOR FOURTH QUARTER

The Federal Aviation Administration approved \$850,177,393 in allocations under the Airport Improvement Program (AIP) during the fourth quarter of Fiscal Year 1988. The money went for 567 planning and development projects in 46 states, 6 territories and the District of Columbia.

FY 1988 airport program funding was established by Congress at a \$1,268,725,000 level. Funds are drawn from the Aviation Trust Fund, which is financed by aviation user taxes, with Congress approving annual funding levels.

Of the \$850.1 million allocated in the fourth quarter, \$651,473,131 went for 239 projects at primary airports. Another \$72,964,300 was allocated for 184 projects at general aviation airports and \$100,928,432 was approved for 75 projects at reliever airports that help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of \$16,533,041 for 33 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were 35 airport system plan studies totalling \$5,009,332.

Letters of Intent (LOI), indicating FAA plans to provide future year discretionary and/or entitlement funds for major capacity projects, have been issued to the following airport authorities: John Wayne Airport, Santa Ana, Calif., Orlando International; Morris Field, Hampton, Ga., West Chicago Airport, DuPage County, Ill., Greater Cincinnati Airport, Covington, Ky., and a new primary airport in Austin, Texas. Future year funding, although identified by specified amounts in the letter, is subject to adjustment depending on future appropriations by Congress.

Multiyear projects in which the sponsors commit future year entitlements over two or more fiscal years were approved at many primary airports. These differ from the LOI to the extent that discretionary funding is not involved in the future year funding commitment.

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ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

JULY 01, 1988 TO SEPTEMBER 30, 1988

ALABAMA	\$4,851,419	NEBRASKA	\$1,723,990
ALASKA	\$18,572,146	NEVADA	\$19,850,260
AMERICAN SAMOA	\$422,651	NEW HAMPSHIRE	\$678,730
ARIZONA	\$8,187,812	NEW JERSEY	\$8,527,482
ARKANSAS	\$6,046,884	NEW MEXICO	\$5,050,591
CALIFORNIA	\$2,077,253	NEW YORK	\$54,136,605
COLORADO	\$6,688,512	NORTHERN MARIANA IS	\$565,194
CONNECTICUT	\$255,000	NORTH CAROLINA	\$8,864,788
DIST. OF COLUMBIA	\$148,500	NORTH DAKOTA	\$2,345,940
FLORIDA	\$67,894,221	OHIO	\$18,480,654
GEORGIA	\$11,694,387	OKLAHOMA	\$927,000
GUAM	\$2,770,500	OREGON	\$10,461,697
HAWAII	\$22,986,121	PENNSYLVANIA	\$27,943,434
ILLINDIS	\$82,976,328	PUERTO RICO	\$1,308,000
INDIANA	\$17,439,144	RHODE ISLAND	\$1,303,200
IOWA	\$1,237,007	SOUTH CAROLINA	\$6,839,553
KANSAS	\$4,619,676	SOUTH DAKOTA	\$346,500
KENTUCKY	\$53,284,664	TENNESSEE	\$14,087,736
LOUISIANA	\$15,394,934	TEXAS	\$92,530,363
MAINE	\$2,321,300	TRUST TERRS PAC	\$600,000
MARYLAND	\$8,317,636	UTAH	\$5,778,220
MASSACHUSETTS	\$32,529,962	VIRGIN ISLANDS	\$3,622,625
MICHIGAN	\$12,643,004	VIRGINIA	\$19,458,721
MINNESOTA	\$14,193,341	WASHINGTON	\$6,914,629
MISSISSIPPI	\$6,979,656	WISCONSIN	\$8,400,039
MISSOURI	\$20,479,131	WYOMING	\$2,542,770
MONTANA	\$970,589		
		TOTAL	\$849,326,049

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FOR RELEASE WEDNESDAY
December 7, 1988

FAA 60-88
Contact: Kathleen Harrington
Tel.: (202) 267-3883
Fred Farrar
Tel.: (202) 267-8521

AIRPORT CHECKPOINTS DETECT MORE WEAPONS; SECURITY TEST FAILURES RESULT IN MORE PENALTIES

Since the Federal Aviation Administration began levying stiff civil penalties for failure to detect test weapons at airport security checkpoints, airlines have improved their weapons detection rate, Secretary of Transportation Jim Burnley announced today.

The FAA began imposing heavier penalties for infractions after Oct. 1 1987. In 1987, the airlines' detection rate was 78.9 percent. In the first six months of 1988, it rose to 85.6 percent, and in July, August and September, it went to 88.9 percent.

After the most recent round of weapons detection tests, FAA Administrator Allan McArtor said FAA has issued notices to 29 airlines proposing to assess civil penalties of more than \$1.6 million for failing weapons detection tests at the checkpoints.

This is the second group of security-related civil penalties sought against airlines in an effort to improve the weapons detection rate at security checkpoints. The bulk of the failures occurred in the second and third quarters of this year.

Last March, Burnley ordered tougher enforcement action when security lapses are found.

Burnley said, "FAA will continue to test the airport security network to assure that it provides the protection the American public expects and deserves. Although the detection rate has improved since last year, I will not be satisfied until we achieve a 100 percent success rate in detecting weapons."

The new proposed civil penalties are the result of approximately 230 test failures. In September, the FAA announced that it would seek to collect more than \$1 million in civil penalties from 32 airlines for failing 171 security tests, most of them in the last quarter of 1987 and the first quarter of 1988.

The proposed penalties are the result of failures to detect test items that look like weapons on X-ray screens or triggered metal detectors during the screening process.

- more -

Under the inspections, some objects are placed in luggage by FAA security inspectors for screening by X-ray. Other items are hidden on their persons to test metal detectors and the people operating them.

Passenger screening is the responsibility of the individual airlines. At some airports, several airlines join together to provide for contract personnel to do the screening for all carriers. In other instances, a single airline takes the responsibility for screening its own passengers as well as those of all the other airlines where they share a common facility.

In either case, the airlines are held responsible for failures of the screening system even though these functions often are performed by contract personnel.

The carriers receiving penalty notices are:

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RESORT AIR	1	10,000
d/b/a/ Trans World Express		
SIMMONS	1	1,000
d/b/a/ American Eagle		
SKYWEST	2	20,000
TENNESSEE AIRWAYS	1	1,000
d/b/a/ Iowa Airways		
d/b/a/ Midway Connection		
TOWER AIR	1	1,000
TWA	9	72,000
UNITED	33	249,000
US AIR	26	179,000
WINGS WEST	1	10,000

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
December 8, 1988

FAA 61-88
Contact: JoAnn Sloane
Tel.: (202) 267-3445

FAA SEEKS COMMENTS ON AIRPORT NOISE PROGRAMS

The Federal Aviation Administration is seeking information from the public for a study of its Airport Noise Compatibility Planning Program.

In a notice of request for public comment, the agency is soliciting information on the program from persons residing in airport neighborhoods, members of the aviation community and government officials at all levels. The information will be used in evaluating the program's effectiveness and identifying possible improvements.

The FAA study was prompted by a Congressional request to review the Airport Noise Compatibility Planning Program in Part 150 of the Federal Aviation Regulations and report its findings by June 30, 1989.

Under the Part 150 program, FAA is working with airport sponsors to resolve noise problems which affect some 3.5 million people who live within noise impacted areas. To date, 39 noise compatibility programs have been completed and approved and another 159 are either in preparation or under review.

Through FY 1988, \$593.57 million has been allocated for the planning and implementation of these programs from the Aviation Trust Fund. This money comes from user charges imposed on airline passenger tickets and general aviation fuel sales.

Comments should be submitted to the FAA Office of the Chief Counsel, Attn: Rules Docket No. 25660, Room 915G, 800 Independence Avenue, S.W., Washington, D.C. 20591. The deadline for responding is Jan. 9, 1989.

The FAA notice was published in the Nov. 3 Federal Register. Copies also may be obtained from the FAA Office of Public Affairs (APA-200), 800 Independence Avenue, S.W., Washington, D.C. 20591. The telephone number is (202)267-3479. Ask for Notice No. 88-12.

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M-49
139-184

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
December 19, 1988

FAA 63-88
Contact: Kathleen Harrington
Tel.: (202) 267-3883
John Leyden
Tel.: (202) 267-8521

FAA PROPOSAL WOULD TIGHTEN SLOT USE AT HIGH DENSITY AIRPORTS

The Federal Aviation Administration has proposed additional controls on the use of slots at busy airports in Chicago, New York and Washington, D.C., to increase the efficient operation of the airports and provide increased opportunities for new entrant carriers and small incumbent carriers to gain access or expand operations.

The proposed rule applies to the four airports covered by the FAA's high density rule — Chicago O'Hare International, New York's LaGuardia and Kennedy, and Washington National.

FAA said the proposal would make it more difficult for operators at these airports to retain underutilized slots now assigned to them and "increase the opportunity for new entrant carriers to have access to high density airports, and for small incumbent carriers to increase the number of operations at those airports . . ."

Specifically, the proposal would increase the percentage of use requirement for retention of take off and landing slots. The FAA is also considering prohibiting the use by commuter airlines of slots assigned to large air carriers.

Adopted in 1969 to deal with congestion and delay problems, the high density rule limits operations during specified hours or half hours at the four airports to the number that can be handled in bad weather — that is, when instrument flight rules (IFR) conditions prevail. The number of IFR reservations, or "slots," are divided between three classes of users -- i.e., large air carriers, commuter airlines and all others.

Current regulations have a "use or lose" provision that requires carriers to use slots assigned to them at least 65 percent of the time during any two-month period. Those carriers that fail to meet this criteria must return the slots to the FAA for sale or reallocation.

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The proposed rule provides for withdrawal of slots that are not used 90 percent of the time during a two-month period in cases where a carrier has 10 or more slots in a specific time period. The requirement would be 80 percent for carriers that have five to nine slots and would remain at 65 percent for all others.

FAA said the proposal would reduce the ability of a carrier to distribute a certain number of flights over a greater number of slots in order to meet the current 65 percent usage requirement for each.

In addition, the FAA stated that it is considering prohibiting large air carriers from holding on to slots for which they have no present need by leasing them to a commuter operator or using them for a commuter affiliate. While no specific proposal was made on this point, the FAA asked for comments on the concept. Such an action, if adopted, could require them to transfer or release slots they can not use.

The FAA action responds to a petition from America West Airlines for a rulemaking proceeding that would generally reallocate slots at LaGuardia and National airports. Specifically, America West asked for 18 slots at each airport.

FAA said withdrawal of slots from current holders "would be unnecessarily disruptive to existing air service and is not warranted." It noted that the proposal to make "marginally used slots available for sale or reallocation would represent a sufficient balance of the interests of incumbent carriers and any small carriers that are actually in a position to benefit from new slots."

Publication of the FAA proposal also complies with a Congressional directive that FAA institute rulemaking to consider certain changes in the slot allocation and transfer regulations. Sen. Bob Kasten and Sen. John McCain authored an amendment to the FY 1989 Transportation Appropriations Act that instructed FAA to consider certain issues. Among the issues FAA was told to cover were: (1) the overall effect of the existing buy-sell regulations upon new entry or "limited incumbents" with relatively few slots at the four airports, (2) the effects of the recently approved mergers and acquisitions upon the operation of the buy/sell program at these airports, (3) the competitive and fare implications of the utilization of slots for providing services to and from hub airports and on monopoly routes, (4) the effect of short-term leases of slots upon the ability of new entrants of limited incumbents to purchase slots at these airports, (5) the effect of the use of air carrier slots by commuter operations upon entry by air carriers at these airports, and (6) the variation in prices paid for some slots since adoption of the buy/sell program.

FAA is requesting public and industry comments on each. The responses will be used in developing additional rulemaking.

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139.195

FOR RELEASE WEDNESDAY
January 4, 1989

FAA 01-89
Contact: Wendy DeMocker
Tel.: (202) 366-4570
Fred Farrar
Tel.: (202) 267-8521

DOT ANNOUNCES NEW RULE TO TIGHTEN AIRPORT SECURITY

U.S. airports will be required to install much tighter security measures, Secretary of Transportation Jim Burnley said today in announcing a new federal rule.

Burnley said, "This is the latest in a series of actions we have taken over the last year. The Pan American 103 explosion underscores the need for the greatest possible vigilance against those who in any way threaten the safety of airline passengers.

"Computer controlled card systems, which are likely to be used by larger airports to comply with the rule, can be programmed to keep a record of employees who try to enter areas for which they are not authorized," Burnley said. "They also can reject cards that have been reported lost or stolen or which have not been surrendered by former employees."

The new Federal Aviation Administration rule must be fully implemented at the busiest airports by early 1991. A total of 270 U.S. airports covered by the rule will ultimately have to install a computer access system or other systems, methods or procedures providing an equivalent level of security.

On Dec. 7, 1987, a Pacific Southwest Airlines commuter jet crashed near Paso Robles, Calif. killing 43 persons. The crash occurred after a passenger, strongly suspected of being a former PSA employee, opened fire with a gun during the flight.

Secretary Burnley immediately ordered that airport and airline employees, including pilots and flight attendants, who pass through public areas undergo the same screening for weapons as airline passengers before boarding flights. Also in December 1987, Burnley announced FAA would conduct a series of inspections at 16 major U.S. airports to determine the effectiveness of their security programs. The inspections were conducted throughout 1988. The rule being announced today was proposed for public review and comment last March.

Last week, the FAA imposed new security measures on U.S. airlines that fly out of airports in Western Europe and the Middle East. The new steps include requiring X-raying or physical examination of all checked baggage, increased screening of passengers, and even more stringent inspections of the checked luggage of a randomly-selected number of passengers.

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FAA Administrator Allan McArtor said the new rule will improve security by "providing tighter control over employee ID cards, both in terms of who carries them and where an employee can and cannot go at an airport. The cards can be electronically coded to permit access only to those areas an employee is authorized to enter."

He noted that computer-controlled access systems already are in use at some airports and have proved to be highly effective and workable.

For implementation purposes, FAA has used a four-phase approach based on the volume of people who pass through screening systems. Phase I airports screen 25 million or more people annually or are specially designated for that category because of other considerations. Phase II airports screen more than 2 million annually, Phase III airports screen between 500,000 and 2 million, and Phase IV less than 500,000.

Phase I airports will have to submit plans to comply with the new rule for FAA approval within six months of the effective date of the regulation. Implementation must be completed within 18 months after the date on which the airport's plan is approved. Phase II airports will have six months to submit a plan for approval and 24 months to complete implementation after approval. Phase III and IV airports that enplane fewer passengers will have longer periods to implement the rule. They must submit plans within 12 months and complete implementation within 30 months after approval.

The rule becomes effective 30 days after publication in the Federal Register.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, January 5, 1989

FAA 02-89
Contact: Kathleen Harrington
Tel.: (202) 267-3883
Dick Stafford
Tel.: (202) 267-8521

FAA MANDATES ANTI-COLLISION DEVICES ON AIRLINE AIRCRAFT

All U.S. airlines will be required to install systems on their aircraft which will automatically warn pilots of a potential conflict with other aircraft and tell them what to do to avoid the threat, Secretary of Transportation Jim Burnley announced today. The requirement for the Traffic Alert and Collision Avoidance System (TCAS II) also applies to foreign air carriers on flights in U.S. airspace.

Burnley called the new rule "one of the most significant safety initiatives in recent years. It will provide an added margin of safety for the flying public. This equipment will provide pilots with an independent backup to the safety services they already receive from the air traffic control system."

Under the Federal Aviation Administration rule, air carriers operating large aircraft with more than 30 passenger seats must equip their fleets with TCAS II by Dec. 30, 1991.

Since the early 1980s and before, TCAS II has been tested extensively on FAA and airline aircraft operating in revenue service. In the airliner tests, TCAS II's performance was monitored by volunteer pilots, but was not used operationally by the pilot flying the airplane. During the past two years, two airlines have used and evaluated TCAS II on three aircraft in regular service for a total of 2,100 flight hours. On these flights, the device issued a number of advisories and resolutions of potential conflicts with other aircraft.

"The advanced technology of TCAS II is the result of a lengthy research and development program by the FAA and the industry," FAA Administrator Allan McArtor said. The device sends out a signal that triggers the transponders carried by other aircraft in the general area. The TCAS II computer then determines whether one or more other aircraft represent a potential threat and presents this information on a cockpit display. If the threat intensifies and a collision appears likely, the system will provide the pilot with an appropriate vertical avoidance maneuver, such as "climb" or "descend."

However, TCAS II can only issue avoidance instructions if the other aircraft is equipped with a "Mode C," or the new "Mode S," transponder that provides information on altitude along with position data. In cases where both aircraft are equipped with TCAS II, the two units will coordinate with each other in providing avoidance maneuvers.

FAA presently requires a Mode C transponder to operate into 27 of the nation's busiest airports as well as for all flights above 12,500 feet mean sea level (MSL). This requirement will be expanded on July 1, 1989, to include all operations within a 30-mile radius of these 27 airports and above 10,000 feet MSL. On Dec. 30, 1990, it will be expanded further to include more than 100 additional airports, under the FAA rule. The Mode S transponder is an advanced-technology version of the Mode C equipment and will be incorporated into all TCAS units.

In addition, turbine-powered commuter aircraft with 10 to 30 passenger seats must carry a less sophisticated collision avoidance system, known as TCAS I, that alerts pilots to potential collisions but does not provide them with avoidance maneuvers. The compliance period for these operators is six years since TCAS I equipment is not yet commercially available. The FAA will provide test data and assistance to interested manufacturers and users to evaluate and test TCAS I units.

FAA estimates the rule will affect 3,364 existing U.S. commercial airplanes and an additional 3,100 airplanes that are expected to be added to the airline fleets by the year 2003. The cost to the airlines of equipping these aircraft is put at \$806.3 million in 1987 dollars.

FAA also is working with industry to complete development and testing of a TCAS III system. This system will eventually provide pilots with both horizontal and vertical collision avoidance maneuvers. The rule will allow for the upgrading of TCAS II installations to TCAS III.

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