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U.S. Department of
Transportation

News:

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

FOR RELEASE MONDAY
January 30, 1989

FAA 04-89
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FAA REPORTS DROP IN NEAR COLLISIONS, OPERATIONAL ERRORS AND PILOT DEVIATIONS

The Federal Aviation Administration reported today that 1988 saw significant decreases in near midair collisions, air traffic controller errors, and pilot deviations. The totals for near midair collision reports and controller errors were four- and five-year lows, respectively.

FAA credited the improved record primarily to educational, regulatory and enforcement measures. For example, the agency pointed out that the number of near midair collisions in the Los Angeles basin has been cut almost in half through a series of airspace and procedural changes that began in August 1987.

Other beneficial programs include an expanded conflict alert capability at all domestic air route traffic control centers, the continued increase in the number of Airport Radar Service Areas, and a tougher enforcement stance with pilots who fly through terminal control areas without appropriate clearances.

The 706 near midair collision reports last year were 33 percent below the 1,058 received in 1987 and the lowest since 1984. The 1988 figure represents the first downturn in near midair collision reports since FAA upgraded its reporting system in 1985 to ensure more complete data collection on these incidents.

The 1,047 operational errors by controllers in 1988 were 13 percent below the 1987 figure of 1,200 and the lowest figure since 1983. In 1984, FAA began installing computer software in all of its domestic air route traffic control centers that automatically recorded violations of the agency's aircraft separation standards.

In the pilot deviations category, FAA recorded 2,817 such deviations in 1988, but that number is expected to increase somewhat because of reporting delays. Even so, the number will be well below the 1987 total of 3,650.

The 16 midair collisions last year were 36 percent below the 25 recorded in 1987, and the second lowest number since 1964. With the exception of one air taxi flight, all of the collisions involved non-commercial aircraft. Over the past quarter century, midair collisions reached peaks of 37 in both 1968 and 1970 and a low of 12 in 1983.

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The FAA gives these definitions of a near midair collision, operational error and pilot deviation:

A near midair collision is generally defined as a separation of less than 500 feet between two or more aircraft when a danger of collision exists. A report can be filed if a pilot or crewmember believes it occurred, even though later investigation may show there was no hazard.

An operational error is a violation of air traffic control separation standards between two or more controlled aircraft. For example, an error occurs when controllers fail to maintain a five-mile standard horizontal separation between aircraft in en route airspace.

A pilot deviation involves actions of a pilot that result in the violation of an FAA Regulation or an Air Defense Identification Zone. For example, this could involve a pilot's failure to follow directions from a controller or an established procedure in the airspace system.

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Office of the Assistant Secretary for Public Affairs
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FOR RELEASE TUESDAY
January 31, 1989

FAA 03-89
Contact: John Leyden
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FAA APPORTIONS \$818.3 MILLION IN AIRPORT FUNDS IN FY 1989

The Federal Aviation Administration (FAA) will be distributing nearly \$818.3 million in "entitlement" funds to the nation's airports in fiscal year (FY) 1989 for airport planning and development projects.

These entitlements, authorized by Congress in the Airport and Airway Improvement Act of 1982, as amended, have been apportioned under Public Law 97-248. The funds are part of a total of \$1.4 billion to be distributed by FAA during the fiscal year under the Airport Improvement Program.

Under the program, the entitlement funds are apportioned to primary airport sponsors at the start of each fiscal year on the basis of passenger enplanements and cargo aircraft landed weights and to states on the basis of population and area. Funding for the program comes from the Airport and Airway Trust Fund, which is financed by aviation user fees such as those on passenger tickets, freight way bills, and gasoline and jet fuel used in general aviation.

For FY 1989, which began on Oct. 1, 1988, FAA is apportioning approximately \$640 million for primary airports that serve large air carriers throughout the country. Approximately \$166.3 million is being apportioned to the 50 states, the District of Columbia, and Puerto Rico for general aviation airports, and \$1.7 million is being apportioned to non-primary airports in the Virgin Islands, Guam, American Samoa, the Northern Mariana Islands, and the Pacific Trust Territory. An additional \$10.3 million is being apportioned to certain airports in Alaska.

This announcement is intended to let state and local governments and other airport sponsors know how much federal airport funding will be available over the next year. The current year's entitlement funds will remain available to designated sponsors until Sept. 30, 1991. FAA asked sponsors to submit preapplications for projects by Jan. 31, 1989, if they plan to use funds during the current fiscal year.

Tables listing apportioned amounts for primary airport sponsors and the state allocations for other eligible airports are attached.

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TABLE I

AIRPORT IMPROVEMENT PROGRAM
DISTRIBUTION OF \$597,971,433 FOR PRIMARY
AIRPORT DEVELOPMENT FOR FISCAL YEAR 1989

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
ALABAMA			
CITY OF BIRMINGHAM	\$ 1,978,430	CITY OF SAN JOSE	\$ 3,213,404
CITY OF MOBILE	1,413,386	CITY OF SANTA BARBARA	1,258,208
MONTGOMERY AIRPORT AUTHORITY	956,818	CITY OF VISALIA	300,000
CITY OF TUSCALOOSA	300,000	INDIAN WELLS VALLEY AIRPORT DISTRICT	1,055,820
COLBERT COUNTY		COUNTY OF SACRAMENTO	2,597,990
AND LAUDERDALE COUNTY	300,000	COUNTY OF SAN JOAQUIN	566,795
DOTHAN-HOUSTON COUNTY AIRPORT AUTHORITY INC.	456,565	COUNTY OF VENTURA	300,000
HUNTSVILLE-MADISON COUNTY AIRPORT AUTHORITY	1,527,269	CITY OF SOUTH LAKE TAHOE	537,685
		HUMBOLDT COUNTY	538,002
		IMPERIAL COUNTY	300,000
		MONTEREY PENINSULA AIRPORT DISTRICT	1,105,676
ALABAMA TOTAL	6,932,468	ORANGE COUNTY	2,803,580
ALASKA			
CITY AND BOROUGH OF JUNEAU	1,087,505	SAN DIEGO UNIFIED PORT DISTRICT	4,653,597
CITY OF KENAI	576,654	SAN LUIS OBISPO COUNTY	479,560
STATE OF ALASKA	11,957,309	SANTA MARIA PUBLIC AIRPORT DISTRICT	354,440
		SONOMA COUNTY	300,000
ALASKA TOTAL	13,621,468	BURBANK-GLENDALE-PASEDNA AIRPORT AUTHORITY	2,401,975
ARIZONA			
CITY OF FLAGSTAFF	314,948	CALIFORNIA TOTAL	60,630,344
CITY OF PHOENIX	7,157,579	COLORADO	
CITY OF TUCSON	2,389,527	CITY AND COUNTY OF ALAMOSA	300,000
STATE OF ARIZONA	1,560,645	CITY AND COUNTY OF DENVER	11,858,928
YUMA COUNTY	515,050	CITY OF COLORADO SPRINGS	1,822,521
MOJAVE COUNTY	300,000	CITY OF GRAND JUNCTION AND COUNTY OF MESA	884,398
ARIZONA TOTAL	12,237,749	CITY OF PUEBLO	472,800
ARKANSAS			
CITY OF FAYETTEVILLE	644,909	COUNTY OF GUNNISON	300,000
CITY OF FORT SMITH	550,800	DURANGO CITY LA PLATA COUNTY	654,030
LITTLE ROCK MUNICIPAL AIRPORT COMMISSION	1,947,799	MONTROSE COUNTY	300,000
TEXARKANA AIRPORT AUTHORITY	318,825	PITKIN COUNTY	940,641
		ROUTT COUNTY	624,191
ARKANSAS TOTAL	3,462,333	TELLURIDE REGIONAL AIRPORT AUTHORITY	300,000
CALIFORNIA			
CITY AND COUNTY OF SAN FRANCISCO	10,832,964	COLORADO TOTAL	18,457,509
CITY OF CHICO	300,000	CONNECTICUT	
CITY OF FRESNO	1,649,635	CITY OF BRIDGEPORT	440,721
CITY OF LONG BEACH	1,759,802	CITY OF NEW HAVEN	486,907
CITY OF LOS ANGELES	18,377,545	STATE OF CONNECTICUT	3,223,197
CITY OF MODESTO	300,000	CONNECTICUT TOTAL	4,150,825
CITY OF OAKLAND	2,671,464		
CITY OF PALM SPRINGS	1,472,565		
CITY OF REDDING	499,637		

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
FLORIDA		IDAHO	
COUNTY COUNCIL OF VOLUSIA COUNTY	\$ 1,379,846	CITY OF BOISE	\$ 1,725,569
BOARD OF COUNTY COMMISSIONERS, BROWARD COUNTY	4,165,591	CITY OF HAILEY	300,000
CITY OF GAINESVILLE	905,590	CITY OF IDAHO FALLS	545,366
JACKSONVILLE PORT AUTHORITY	2,318,212	CITY OF LEWISTON AND COUNTY OF NEZ PERCE	300,000
CITY OF MELBOURNE	1,067,778	CITY OF POCATELLO	300,000
CITY OF ORLANDO	6,244,040	CITY OF TWINS FALLS AND COUNTY OF TWIN FALLS	300,000
CITY OF PENSACOLA	1,463,415		
CITY OF TALLAHASSEE	1,507,901	IDAHO TOTAL	3,470,935
BOARD OF COUNTY COMMISSIONERS, LEE COUNTY	2,204,698		
BOARD OF COUNTY COMMISSIONERS, DADE COUNTY	9,025,118	ILLINOIS	
HILLSBOROUGH COUNTY AVIATION AUTHORITY	4,616,828	BLOOMINGTON-NORMAL AIRPORT AUTHORITY	346,928
MONROE COUNTY	1,123,355	BOARD OF TRUSTEES OF THE UNIVERSITY OF ILLINOIS	820,511
PALM BEACH COUNTY BOARD OF COUNTY COMMISSIONERS	2,873,229	CITY OF CHICAGO	19,379,560
PANAMA CITY-BAY COUNTY AIRPORT AND INDUSTRIAL DISTRICT	669,152	CITY OF QUINCY	300,000
SARASOTA MANATEE AIRPORT AUTHORITY	1,879,870	DECATUR PARK DISTRICT	300,000
COUNTY OF OKALOOSA, BOARD OF COUNTY COMMISSIONERS	804,076	GREATER PEORIA AIRPORT AUTHORITY	916,097
CITY OF NAPLES AIRPORT AUTHORITY	505,861	GREATER ROCKFORD AIRPORT AUTHORITY	300,000
COUNTY OF PINELLAS	906,142	METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY	1,250,506
CITY OF MIAMI	300,000	SPRINGFIELD AIRPORT AUTHORITY	687,723
		WILLIAMSON COUNTY AIRPORT AUTHORITY	300,000
FLORIDA TOTAL	43,960,702	ILLINOIS TOTAL	24,601,325
GEORGIA		INDIANA	
CITY OF ALBANY AND DOUGHERTY COUNTY	368,129	BOARD OF TRUSTEES PURDUE UNIVERSITY	300,000
CITY OF ATLANTA	16,000,000	EVANSVILLE-VANDERBURGH AIRPORT AUTHORITY	1,035,767
CITY OF AUGUSTA	966,740	FORT WAYNE BOARD OF AVIATION COMMISSIONERS	1,181,929
CITY OF MACON	343,489	INDIANAPOLIS AIRPORT AUTHORITY	2,942,009
CITY OF VALDOSTA	300,000	ST. JOSEPH COUNTY AIRPORT AUTHORITY	1,181,768
CLARKE COUNTY	300,000	TERRE HAUTE BOARD OF AVIATION COMMISSIONERS	300,000
GLYNN COUNTY	300,000	ELKHART BOARD OF AVIATION COMMISSIONERS	300,000
CITY OF COLUMBUS AND COLUMBUS AIRPORT COMMISSION	669,937		
CITY OF SAVANNAH AND SAVANNAH AIRPORT COMMISSION	1,727,324	INDIANA TOTAL	7,241,473
GEORGIA TOTAL	20,975,619		
HAWAII		IOWA	
STATE OF HAWAII, DEPARTMENT OF TRANSPORTATION	17,900,980	CITY OF BURLINGTON	300,000
		CITY OF CEDAR RAPIDS	1,487,203
HAWAII TOTAL	17,900,980	CITY OF DES MOINES	1,879,340
		CITY OF DUBUQUE	300,000
		CITY OF SIOUX CITY	652,413

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
CITY OF WATERLOO	\$ 437,824	CITY COUNCIL OF HAGERSTOWN SALISBURY=WICOMICO	\$ 300,000
IOWA TOTAL	5,056,780	AIRPORT COMMISSION	491,260
KANSAS		MARYLAND TOTAL	5,169,219
WICHITA AIRPORT AUTHORITY	1,811,254	MASSACHUSETTS	
CITY OF MANHATTAN	313,700	CITY OF NEW BEDFORD	300,000
METROPOLITAN TOPEKA AIRPORT AUTHORITY	396,484	DUKES COUNTY	421,528
KANSAS TOTAL	2,521,438	MASSACHUSETTS PORT AUTHORITY	8,898,027
KENTUCKY		TOWN OF BARNSTABLE	704,444
CITY OF PADUCAH AND COUNTY OF MCCRACKEN	300,000	TOWN OF NANTUCKET	744,947
KENTON COUNTY AIRPORT BOARD	3,732,745	CITY OF WORCESTER	708,451
LEXINGTON-FAYETTE URBAN COUNTY BOARD; LEXINGTON-FAYETTE URBAN COUNTY AIRPORT CORP.		TOWN OF PROVINCETOWN	300,000
LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT	1,494,524	MASSACHUSETTS TOTAL	12,077,397
LOUISVILLE AND JEFFERSON COUNTY AIR BOARD	2,084,653	MICHIGAN	
OWENSBORO-DAVISS COUNTY AIRPORT BOARD	300,000	CITIES OF SAGINAW AND MIDLAND AND COUNTY OF BAY	962,361
KENTUCKY TOTAL	7,911,922	CITY OF DETROIT	300,000
LOUISIANA		CITY OF FLINT	690,230
AIRPORT DISTRICT #1 OF CALCASIEU PARISH	345,244	CITY OF KALAMAZOO	934,414
CITY OF MONROE	679,000	NORTHWESTERN REGIONAL AIRPORT COMMISSION	525,382
CITY OF SHREVEPORT AND GREATER SHREVEPORT AIRPORT AUTHORITY	1,383,788	EMMET COUNTY	300,000
NEW ORLEANS AVIATION BOARD AND THE CITY OF NEW ORLEANS	3,630,118	HOUGHTON COUNTY	300,000
PARISH OF LAFAYETTE	694,543	KENT COUNTY	1,806,446
PARISH OF RAPIDES	345,025	MARQUETTE COUNTY	300,000
CITY OF BATON ROUGE AND PARISH OF EAST BATON ROUGE	1,473,677	MUSKEGON COUNTY	300,596
LOUISIANA TOTAL	8,551,395	CAPITAL REGIONAL AIRPORT AUTHORITY	875,391
MAINE		WAYNE COUNTY	7,831,572
CITY OF BANGOR	1,400,987	MICHIGAN TOTAL	15,126,392
CITY OF PORTLAND	1,792,722	MINNESOTA	
CITY OF PRESQUE ISLE	300,000	CITY OF BRAINERD AND COUNTY OF CROW WING	300,000
STATE OF MAINE	300,000	CITY OF CHISHOLM AND CITY OF HIBBING	300,000
MAINE TOTAL	3,793,709	CITY OF BEMIDJI	300,000
MARYLAND		CITY OF DULUTH	710,861
STATE AVIATION ADMINISTRATION		CITY OF ROCHESTER	708,557
MARYLAND DEPARTMENT OF TRANSPORTATION	4,377,959	CITY OF INTERNATIONAL FALLS AND COUNTY OF KOOSKICHING	300,000
		MINNEAPOLIS-ST. PAUL METRO- POLITAN AIRPORTS COMMISSION	7,193,156
		MINNESOTA TOTAL	9,812,574
		MISSISSIPPI	
		CITIES OF COLUMBUS AND STARKSVILLE, WEST POINT AND COUNTY OF LOWNDES	314,753

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
CITY OF GREENVILLE	\$ 300,000	NEW HAMPSHIRE	
GULFPORT-BILOXI REGIONAL AIRPORT AUTHORITY	654,064	CITY OF LEBANON AND LEBANON REGIONAL AIRPORT AUTHORITY	\$ 310,027
CITY OF MERIDIAN	300,000	CITY OF MANCHESTER	856,762
CITY OF TUPELO	300,000	NEW HAMPSHIRE TOTAL	1,166,789
CITY OF JACKSON MISSISSIPPI AND JACKSON MUNICIPAL AIRPORT AUTHORITY	1,588,023	NEW JERSEY	
PINE BELT REGIONAL AIRPORT AUTHORITY	300,000	COUNTY OF MERCER	300,000
MISSISSIPPI TOTAL	3,756,840	CITY OF ATLANTIC CITY	1,365,632
		NEW JERSEY TOTAL	1,665,632
MISSOURI		NEW MEXICO	
CITY OF CAPE GIRARDEAU	300,000	CITY OF ALBUQUERQUE	2,817,240
CITY OF COLUMBIA	395,715	CITY OF ROSWELL	300,000
CITY OF JOPLIN	300,000	CITY OF FARMINGTON	449,821
CITY OF KANSAS CITY	4,418,864	NEW MEXICO TOTAL	3,567,061
CITY OF SPRINGFIELD	1,065,826		
CITY OF ST. LOUIS	7,963,906	NEW YORK	
MISSOURI TOTAL	14,444,311	BROOME COUNTY	875,469
MONTANA		CHAUTAUQUA COUNTY	300,000
CITY OF BILLINGS	1,181,534	CITY OF SYRACUSE	2,398,339
GALLATIN AIRPORT AUTHORITY	699,127	CLINTON COUNTY	300,000
CITY OF GREAT FALLS	770,136	COUNTY OF ALBANY	2,014,212
FLATHEAD COUNTY MUNICIPAL AIRPORT AUTHORITY	355,056	COUNTY OF CHEMUNG	668,918
HELENA AND LEWIS AND CLARK COUNTY AIRPORT BOARD	392,111	COUNTY OF MONROE	2,222,675
COUNTY OF MISSOULA	774,680	COUNTY OF ONEIDA	300,000
BUTTE-SILVER BOW CITY/COUNTY GOVERNMENTS	300,000	COUNTY OF WESTCHESTER	1,322,870
MONTANA TOTAL	4,472,644	DUCHESS COUNTY	300,000
		NIAGARA FRONTIER TRANSPORTATION AUTHORITY	2,510,705
NEBRASKA		PORT AUTHORITY OF NEW YORK AND NEW JERSEY	29,120,524
HALL COUNTY AIRPORT AUTHORITY	300,000	TOMPKINS COUNTY	648,835
SCOTTS BLUFF COUNTY	300,000	TOWN OF ISLIP	1,749,509
LINCOLN AIRPORT AUTHORITY	1,068,574	TOWN OF EAST HAMPTON, N.Y.	300,000
NORTH PLATTE AIRPORT AUTHORITY	300,000	DEPT. OF MARINE AND AVIATION	300,000
OMAHA AIRPORT AUTHORITY	2,100,273	N.Y. CITY DEPT. OF REAL ESTATE	300,000
NEBRASKA TOTAL	4,068,847	NEW YORK TOTAL	45,632,056
NEVADA		NORTH CAROLINA	
CITY OF ELKO	300,000	CITIES OF RALEIGH AND DURHAM, COUNTIES OF DURHAM AND WAKE, AND RALEIGH=DURHAM AIRPORT AUTHORITY	2,943,453
CITY OF RENO	2,478,914	CITY OF ASHEVILLE	982,483
CLARK COUNTY	6,436,405	CITY OF CHARLOTTE	5,572,223
NEVADA TOTAL	9,215,319	CITY OF FAYETTEVILLE	993,452
		CITY OF HICKORY	300,000
		CITY OF NEW BERN AND CRAVEN COUNTY	397,119
		FORSYTH COUNTY	300,000

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
GREENSBORO=HIGH POINT AIRPORT AUTHORITY	\$ 2,038,243	PENNSYLVANIA	
LENOIR COUNTY=CITY OF KINSTON	493,823	BLAIR COUNTY AIRPORT AUTHORITY	\$ 300,000
NEW HANOVER COUNTY	893,415	BRADFORD REGIONAL AIRPORT AUTHORITY, COUNTY OF ELK, COUNTY OF WARREN, COUNTY OF MCKEAN	300,000
ROCKY MOUNTAIN=WILSON AIRPORT AUTHORITY	300,000	CITY OF PHILADELPHIA	6,364,998
ONslow COUNTY	670,020	COMMONWEALTH OF PENNSYLVANIA COUNTY COMMISSIONERS, LUZERNE AND LACKAWANNA COUNTIES	940,358
PITT COUNTY, CITY OF GREENVILLE, AND PITT COUNTY-CITY OF GREENVILLE AIRPORT AUTHORITY	330,486	COUNTY OF ALLEGHENY	7,035,135
NORTH CAROLINA TOTAL	16,214,717	CLEARFIELD=JEFFERSON COUNTIES AIRPORT AUTHORITY	300,000
NORTH DAKOTA		ERIE MUNICIPAL AIRPORT AUTHORITY	810,865
CITY OF BISMARCK	772,309	JOHNSTOWN=CAMBRIA COUNTY AIRPORT AUTHORITY	300,000
CITY OF FARGO, NORTH DAKOTA MUNICIPAL AIRPORT AUTHORITY	975,783	LANCASTER AIRPORT AUTHORITY	329,300
CITY OF GRAND FORKS	592,727	LEHIGH=NORTHAMPTON AIRPORT AUTHORITY	1,309,617
CITY OF MINOT	555,194	READING MUNICIPAL AIRPORT AUTHORITY	416,062
NORTH DAKOTA TOTAL	2,896,013	WILLIAMSPORT MUNICIPAL AIRPORT AUTHORITY	346,429
OHIO		PENNSYLVANIA STATE UNIVERSITY	456,898
AKRON CANTON REGIONAL AIRPORT AUTHORITY	1,405,953	WESTMORELAND COUNTY AUTHORITY	300,000
CITY OF CLEVELAND	3,823,636	PENNSYLVANIA TOTAL	21,231,962
CITY OF COLUMBUS	2,539,661	RHODE ISLAND	
CITY OF DAYTON	2,913,180	STATE OF RHODE ISLAND	2,624,324
CITY OF TOLEDO AND TOLEDO=LUCAS COUNTY PORT AUTHORITY	1,167,091	RHODE ISLAND TOTAL	2,624,324
CITY OF YOUNGSTOWN	432,224	SOUTH CAROLINA	
OHIO TOTAL	12,281,745	CHARLESTON COUNTY AVIATION AUTHORITY	1,845,128
OKLAHOMA		CITY OF FLORENCE	381,428
CITY OF LAWTON	488,327	GREENVILLE SPARTANBURG AIRPORT COMMISSION	1,726,214
CITY OF OKLAHOMA CITY	2,352,804	RICHLAND=LEXINGTON AIRPORT COMMISSION	1,762,259
TULSA AIRPORTS IMPROVEMENTS TRUST	2,274,613	HORRY COUNTY AND HORRY COUNTY AIRPORT COMMISSION	1,072,978
OKLAHOMA TOTAL	5,115,744	BEAUFORT COUNTY	440,716
OREGON		SOUTH CAROLINA TOTAL	7,228,723
CITY OF EUGENE	1,113,349	SOUTH DAKOTA	
CITY OF KLAMATH FALLS	300,000	CITY OF ABERDEEN	300,000
JACKSON COUNTY	852,327	CITY OF PIERRE	300,000
CITY OF NORTH BEND	300,000	CITY OF RAPID CITY	871,491
CITY OF REDMOND	352,747	CITY OF SIOUX FALLS	1,092,933
THE PORT OF PORTLAND	3,230,623	SOUTH DAKOTA TOTAL	2,564,424
OREGON TOTAL	6,149,046		

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
TENNESSEE		VERMONT	
THE CITIES OF BRISTOL, JOHNSON CITY, KINGSPORT, TENNESSEE AND BRISTOL, VIRGINIA AND COUNTIES OF SULLIVAN AND WASHINGTON, TENNESSEE	\$ 935,483	CITY OF BURLINGTON	\$ 1,589,567
CITY OF CHATTANOOGA	1,204,349	VERMONT TOTAL	1,589,567
CITY OF KNOXVILLE	1,761,257	VIRGINIA	
CITY OF MEMPHIS AND MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY	4,837,146	CHARLOTTESVILLE=ALBERMARLE AIRPORT BOARD	735,298
METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE AND METROPOLITAN NASHVILLE AIRPORT AUTHORITY	3,431,087	CITY OF LYNCHBURG	580,871
TENNESSEE TOTAL	12,169,322	NORFOLK PORT AND INDUSTRIAL AUTHORITY	2,449,132
TEXAS		CAPITAL REGION AIRPORT COMMISSION	1,985,378
CITY OF ABILENE	450,954	CITY OF ROANOKE	1,259,149
CITY OF AMARILLO	1,578,333	PENINSULA AIRPORT COMMISSION	674,695
CITY OF AUSTIN	2,622,717	SHENANDOAH VALLEY AIRPORT COMMISSION	300,000
CITY OF BROWNSVILLE	300,000	METROPOLITON WASHINGTON AIRPORTS AUTHORITY	11,021,776
CITY OF CORPUS CHRISTI	1,509,050	VIRGINIA TOTAL	19,006,299
CITY OF DALLAS	2,953,597	WASHINGTON	
CITY OF EL PASO	2,234,573	CITIES OF PULLMAN, WASHINGTON AND MOSCOW, IDAHO	300,000
CITY OF HARLINGEN	1,638,083	CITY OF YAKIMA	507,031
CITY OF HOUSTON	10,097,963	PORT OF CHELAN COUNTY AND PORT OF DOUGLAS COUNTY	300,000
CITY OF LAREDO	300,000	PORT OF PASCO	845,018
CITY OF LUBBOCK	1,707,998	PORT OF SEATTLE	6,031,019
CITY OF MCALLEN	772,112	CITY OF SPOKANE AND COUNTY OF SPOKANE	1,916,725
CITY OF MIDLAND	1,741,834	CITY AND COUNTY OF WALLA WALLA	300,000
CITY OF SAN ANGELO	371,225	PORT OF BELLINGHAM	612,529
CITY OF SAN ANTONIO	2,999,493	PORT OF PORT ANGELES	355,360
CITY OF TYLER	317,000	PORT OF FRIDAY HARBOR	300,000
CITY OF WACO	300,000	WASHINGTON TOTAL	11,467,682
CITY OF VICTORIA	300,000	WEST VIRGINIA	
GREGG COUNTY	300,000	BENEDUM AIRPORT AUTHORITY	300,000
JEFFERSON COUNTY	489,845	CENTRAL WEST VIRGINIA REGIONAL AIRPORT AUTHORITY	1,076,813
TEXAS A&M UNIVERSITY	325,720	CITY OF MORGANTOWN	300,000
CITIES OF DALLAS AND FORT WORTH	14,998,164	MERCER COUNTY AIRPORT AUTHORITY INC.	300,000
CITY OF WICHITA FALLS	430,560	COUNTY COURT OF WOOD COUNTY	363,597
CITY OF KILLEEN	308,350	RALEIGH COUNTY AIRPORT AUTHORITY	300,000
TEXAS TOTAL	49,047,571	TRI-STATE AIRPORT AUTHORITY	637,364
UTAH		COUNTY COURT OF GREENBRIER COUNTY	300,000
SALT LAKE CITY CORPORATION	4,546,962	WEST VIRGINIA TOTAL	3,577,774
CITY OF ST. GEORGE	300,000		
UTAH TOTAL	4,846,962		

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
WISCONSIN		TRUST TERRITORY	
BROWN COUNTY	\$ 1,027,920	TRUST TERRITORY OF THE PACIFIC ISLANDS	\$ 300,000
CITY OF EAU CLAIRE	300,000		
CITY OF LA CROSSE	620,542		
COUNTY OF DANE	1,515,779	TRUST TERRITORY TOTAL	300,000
CITY OF RHINELANDER AND ONEIDA COUNTY	300,000	VIRGIN ISLANDS	
MARATHON AND PORTAGE COUNTIES	689,445	VIRGIN ISLANDS PORT AUTHORITY	3,027,889
MILWAUKEE COUNTY	2,529,207		
WINNEBAGO COUNTY	300,000	VIRGIN ISLANDS TOTAL	3,027,889
COUNTY OF OUTGAMIE	771,462		
		TOTAL OTHER	13,155,698
WISCONSIN TOTAL	8,054,355		
WYOMING		TOTAL, STATES AND TERRITORIES \$597,971,433	
CITY OF CHEYENNE	300,000		
CITY OF CODY	300,000		
CITY OF RIVERTON	300,000		
CITY OF ROCK SPRINGS AND COUNTY OF SWEETWATER	300,000		
NATRONA COUNTY	675,262		
SHERIDAN COUNTY	300,000		
TOWN OF JACKSON AND COUNTY OF TETON	620,188		
COUNTY OF CAMPBELL AND GILLETTE-CAMPBELL COUNTY AIRPORT BOARD	300,000		
WYOMING TOTAL	3,095,450		
50 STATES TOTAL	584,815,735		
AMERICAN SAMOA			
GOVERNMENT OF AMERICAN SAMOA	559,114		
AMERICAN SAMOA TOTAL	559,114		
GUAM			
GUAM AIRPORT AUTHORITY	1,783,537		
GUAM TOTAL	1,783,537		
N. MARIANNA ILS			
MARIANNA ISLANDS AIRPORT AUTHORITY	1,423,181		
N. MARIANNA ILS TOTAL	1,423,181		
PUERTO RICO			
PUERTO RICO PORTS AUTHORITY	6,061,977		
PUERTO RICO TOTAL	6,061,977		

TABLE II

AIRPORT IMPROVEMENT PROGRAM ENTITLEMENT FUND ALLOCATIONS
DISTRIBUTION OF \$42,000,000 FOR CARGO HUB AIRPORTS
FOR FISCAL YEAR 1989

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
ALABAMA		HAWAII	
CITY OF BIRMINGHAM	\$ 184,475	STATE OF HAWAII, DEPARTMENT OF	
CITY OF MOBILE	110,215	TRANSPORTATION	\$ 538,542
ALABAMA TOTAL	294,690	HAWAII TOTAL	538,542
ALASKA		ILLINOIS	
STATE OF ALASKA	3,360,000	CITY OF CHICAGO	1,607,516
ALASKA TOTAL	3,360,000	GREATER PEORIA AIRPORT AUTHORITY	80,896
ARIZONA		ILLINOIS TOTAL	
CITY OF PHOENIX	512,423		1,688,412
CITY OF TUCSON	81,629	INDIANA	
ARIZONA TOTAL	594,052	FORT WAYNE BOARD OF AVIATION COMMISSIONERS	840,354
CALIFORNIA		INDIANAPOLIS AIRPORT AUTHORITY	678,011
CITY AND COUNTY OF SAN FRANCISCO	1,382,408	TERRE HAUTE BOARD OF AVIATION COMMISSIONERS	164,061
CITY OF LOS ANGELES	2,561,820	INDIANA TOTAL	1,682,426
CITY OF OAKLAND	732,260	IOWA	
CALIFORNIA TOTAL	4,676,488	CITY OF CEDAR RAPIDS	177,461
COLORADO		CITY OF DES MOINES	125,380
CITY AND COUNTY OF DENVER	541,933	IOWA TOTAL	302,841
COLORADO TOTAL	541,933	KANSAS	
CONNECTICUT		WICHITA AIRPORT AUTHORITY	227,440
STATE OF CONNECTICUT	355,224	KANSAS TOTAL	227,440
CONNECTICUT TOTAL	355,224	KENTUCKY	
FLORIDA		COUNTY OF KENTON AND KENTON COUNTY AIRPORT BOARD	323,536
BOARD OF COUNTY COMMISSIONERS, BROWARD COUNTY	161,933	LOUISVILLE AND JEFFERSON COUNTY AIR BOARD	2,831,901
JACKSONVILLE PORT AUTHORITY	149,392	KENTUCKY TOTAL	3,155,437
CITY OF ORLANDO	428,832	LOUISIANA	
BOARD OF COUNTY COMMISSIONERS, DADE COUNTY	1,575,701	CITY OF SHREVEPORT AND GREATER SHREVEPORT AIRPORT AUTHORITY	92,733
HILLSBOROUGH COUNTY AVIATION AUTHORITY	159,946	NEW ORLEANS AVIATION BOARD AND THE CITY OF NEW ORLEANS	136,558
FLORIDA TOTAL	2,475,804	LOUISIANA TOTAL	229,291
GEORGIA			
CITY OF ATLANTA	852,760		
GEORGIA TOTAL	852,760		

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
MARYLAND		PORT AUTHORITY OF NEW YORK AND NEW JERSEY	\$ 3,379,890
STATE AVIATION ADMINISTRATION			
MARYLAND DEPARTMENT OF TRANSPORTATION	\$ 399,517	NEW YORK TOTAL	3,542,280
MARYLAND TOTAL	399,517		
MASSACHUSETTS		NORTH CAROLINA	
MASSACHUSETTS PORT AUTHORITY	761,142	CITIES OF RALEIGH AND DURHAM, COUNTIES OF DURHAM AND WAKE, AND RALEIGH=DURHAM AIRPORT AUTHORITY	183,458
MASSACHUSETTS TOTAL	761,142	CITY OF CHARLOTTE	344,463
		GREENSBORO-HIGH POINT AIRPORT AUTHORITY	190,520
MICHIGAN		NORTH CAROLINA TOTAL	718,441
COUNTY OF KENT	76,731		
COUNTY OF WAYNE	704,140	OHIO	
MICHIGAN TOTAL	780,871	CITY OF CLEVELAND	232,179
		CITY OF COLUMBUS	74,886
MINNESOTA		CITY OF DAYTON	1,654,744
MINNEAPOLIS-ST. PAUL METRO- POLITAN AIRPORTS COMMISSION	540,763	RICKENBACKER PORT AUTHORITY	919,127
MINNESOTA TOTAL	540,763	OHIO TOTAL	2,880,936
MISSISSIPPI		OKLAHOMA	
CITY OF JACKSON MISSISSIPPI AND JACKSON MUNICIPAL AIRPORT AUTHORITY	93,776	CITY OF OKLAHOMA CITY	268,338
MISSISSIPPI TOTAL	93,776	TULSA AIRPORTS IMPROVEMENT TRUST	198,399
		OKLAHOMA TOTAL	466,737
MISSOURI			
CITY OF KANSAS CITY	302,674	OREGON	
CITY OF ST. LOUIS	395,086	THE PORT OF PORTLAND	462,941
MISSOURI TOTAL	697,760	OREGON TOTAL	462,941
NEBRASKA		PENNSYLVANIA	
OMAHA AIRPORT AUTHORITY	206,533	CITY OF PHILADELPHIA	413,803
NEBRASKA TOTAL	206,533	COMMONWEALTH OF PENNSYLVANIA COUNTY COMMISSIONERS, LUZERNE AND LACKAWANNA COUNTIES	161,033
		COUNTY OF ALLEGHENY	282,182
NEVADA		PENNSYLVANIA TOTAL	857,018
COUNTY OF CLARK	99,431		
NEVADA TOTAL	99,431	RHODE ISLAND	
		STATE OF RHODE ISLAND	72,224
NEW MEXICO		RHODE ISLAND TOTAL	72,224
CITY OF ALBUQUERQUE	180,511		
NEW MEXICO TOTAL	180,511	SOUTH CAROLINA	
		RICHLAND=LEXINGTON AIRPORT COMMISSION	84,524
NEW YORK		SOUTH CAROLINA TOTAL	84,524
COUNTY OF MONROE	162,390		

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
TENNESSEE		PUERTO RICO	
CITY OF KNOXVILLE	\$ 146,486	PUERTO RICO PORT AUTHORITY	\$ 338,774
CITY OF MEMPHIS AND MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY	3,360,000	PUERTO RICO TOTAL	338,774
METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE AND METROPOLITAN NASHVILLE AIRPORT AUTHORITY	74,583	TOTAL OTHER	338,774
TENNESSEE TOTAL	3,581,069	TOTAL, STATES AND TERRITORIES	\$ 42,000,000
TEXAS			
CITY OF AUSTIN	124,786		
CITY OF EL PASO	237,494		
CITY OF HOUSTON	525,071		
CITY OF SAN ANTONIO	191,023		
CITIES OF DALLAS AND FORT WORTH	1,114,650		
TEXAS TOTAL	2,193,024		
UTAH			
SALT LAKE CITY CORPORATION	461,841		
UTAH TOTAL	461,841		
VIRGINIA			
NORFOLK PORT AND INDUSTRIAL AUTHORITY	83,436		
CAPITAL REGION AIRPORT COMMISSION	128,542		
METROPOLITON WASHINGTON AIRPORTS AUTHORITY	223,615		
VIRGINIA TOTAL	435,593		
WASHINGTON			
COUNTY OF KING	228,687		
PORT OF SEATTLE	575,872		
CITY OF SPOKANE AND COUNTY OF SPOKANE	82,719		
WASHINGTON TOTAL	887,278		
WISCONSIN			
COUNTY OF MILWAUKEE	281,676		
WISCONSIN TOTAL	281,676		
50 STATES TOTAL	41,661,226		

TABLE III

Airport Improvement Program

Distribution of \$168,000,000 to States and Insular Areas for
Airport Planning and Development for Fiscal Year 1989

STATE	STATE APPORTIONMENT	STATE	STATE APPORTIONMENT
ALABAMA	2,584,490	MONTANA	3,592,555
ALASKA	13,440,630	NEBRASKA	2,308,131
ARIZONA	3,547,974	NEVADA	2,776,914
ARKANSAS	2,023,767	NEW HAMPSHIRE	541,791
CALIFORNIA	12,135,919	NEW JERSEY	2,851,094
COLORADO	3,387,176	NEW MEXICO	3,206,790
CONNECTICUT	1,250,125	NEW YORK	7,558,066
DELAWARE	268,870	NORTH CAROLINA	3,312,717
DISTRICT OF COLUMBIA	232,616	NORTH DAKOTA	1,826,649
FLORIDA	4,918,940	OHIO	4,913,851
GEORGIA	3,302,887	OKLAHOMA	2,668,303
HAWAII	494,569	OREGON	3,137,484
IDAHO	2,221,347	PENNSYLVANIA	5,328,157
ILLINOIS	5,436,274	PUERTO RICO	1,235,481
INDIANA	2,805,394	RHODE ISLAND	370,233
IOWA	2,320,095	SOUTH CAROLINA	1,832,407
KANSAS	2,706,071	SOUTH DAKOTA	1,984,705
KENTUCKY	2,233,405	TENNESSEE	2,609,050
LOUISIANA	2,618,937	TEXAS	11,150,475
MAINE	1,179,991	UTAH	2,438,481
MARYLAND	1,799,826	VERMONT	401,307
MASSACHUSETTS	2,283,666	VIRGINIA	2,885,490
MICHIGAN	5,535,247	WASHINGTON	3,081,699
MINNESOTA	3,423,158	WEST VIRGINIA	1,250,426
MISSISSIPPI	1,997,215	WISCONSIN	3,192,296
MISSOURI	3,346,671	WYOMING	2,370,188
		U.S. TOTAL	\$166,320,000
		INSULAR AREAS	1,680,000
		GRAND TOTAL	\$168,000,000

State funds may not be used for primary and non-primary commercial service airports and airports defined as non-commuter service air carrier airports under the Airport and Airway Development Act of 1970, as amended. Funds for insular areas may be used only for other than primary airports.



U.S. Department of
Transportation

News:

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

FOR RELEASE THURSDAY
February 2, 1989

FAA 05-89
Contact: Lowell Johnson
Tel.: (202) 267-3831

AIRPORT GRANT ALLOCATIONS ISSUED FOR FIRST QUARTER

The Federal Aviation Administration approved \$218,156,332 in allocations under the Airport Improvement Program (AIP) during the first quarter of Fiscal Year 1989. The money went for 98 planning and development projects in 27 states and one territory.

FY 1989 airport program funding was established by Congress at a \$1.4 billion level. Funds are drawn from the Aviation Trust Fund, which is financed by aviation user taxes, with Congress approving annual funding levels.

Of the \$218.2 million allocated in the first quarter, \$188,397,718 went for 24 projects at primary airports. Another \$21,826,615 was allocated for 57 projects at general aviation airports and \$3,730,802 was approved for nine projects at reliever airports which help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of \$3,550,937 for five projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were three airport system plan studies totaling \$650,260.

One Letter of Intent (LOI) was issued. It went to Dallas-Fort Worth in the amount of \$100 million spread over the next eight fiscal years. LOIs are not a commitment of funds but indicate the government's intent to provide future year discretionary and/or entitlement funds for major capacity projects which require a significant investment. Future year funding, although identified by specified amounts in the LOI, is subject to adjustment depending on future appropriations by Congress. LOIs are expected to be issued later this fiscal year for other selected locations.

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ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

OCTOBER 01, 1988 TO DECEMBER 31, 1988

ALABAMA	\$3,055,499	MARYLAND	\$1,928,000
AMERICAN SAMOA	\$1,680,000	MASSACHUSETTS	\$227,340
CALIFORNIA	\$550,000	MISSISSIPPI	\$1,507,781
COLORADO	\$1,784,128	MISSOURI	\$17,100,993
CONNECTICUT	\$9,376,000	NEW JERSEY	\$27,450
FLORIDA	\$12,520,000	NEW YORK	\$6,940,681
GEORGIA	\$25,454,314	NORTH CAROLINA	\$4,597,598
IDAHO	\$357,525	OKLAHOMA	\$36,000
ILLINOIS	\$639,900	OREGON	\$912,180
INDIANA	\$238,500	PENNSYLVANIA	\$3,618,762
IOWA	\$6,497,550	TEXAS	\$104,279,205
KANSAS	\$1,017,223	VIRGINIA	\$2,827,208
KENTUCKY	\$5,110,865	WASHINGTON	\$5,613,637
MAINE	\$97,340	WYOMING	\$160,853
		TOTAL	\$218,156,332



U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Thursday, February 16, 1989

FAA 07-89
Contact: John Leyden
Tel.: (202) 267-8521

FAA WANTS AIRLINE TOP MANAGEMENT TO INSTITUTE EVALUATION PROGRAMS

The Federal Aviation Administration today called on the top management of the nation's airlines to become more personally involved in monitoring their compliance with safety and security requirements.

In a letter to airline chief executive officers urging the establishment or strengthening of internal evaluation programs, FAA Administrator Allan McArtor said:

"I enlist your personal participation in a program to ensure that the safety and security practices, procedures, and performance of your airline are directly supervised by your top management, including you and your chief operating officer."

He added, "I am certain you will agree with me that the public deserves the assurance that the technical and operational aspects of air carrier management, which are critical to safety and security, receive sufficient attention of high level management."

Although many airlines currently have evaluation programs in some form, top management may not always be informed of the results. Additionally, there is no current procedure for reporting the effectiveness of these programs to FAA on a regular and continuing basis. The McArtor letter addresses both of these issues.

McArtor emphasized that the internal evaluation programs "will not replace or result in a reduction of the FAA's exercise of its statutory responsibilities to monitor and inspect the carrier's compliance" with safety regulations. The FAA program includes periodic in-depth inspections by teams of FAA inspectors in addition to day-to-day surveillance. The agency has strengthened these efforts in recent years and currently has more than 2,000 safety inspectors, the highest number in its history. It plans to add another 800 inspectors and support personnel in Fiscal Years 1989 and 1990.

Since becoming FAA Administrator in July 1987, McArtor has consistently promoted the theme of airline accountability. The initiatives announced today mark the culmination of his emphasis on the airlines' primary and ultimate responsibility for safe operation and maintenance.

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As an inducement to the airlines to establish evaluation programs, McArtor said FAA has adopted a "reporting and correction enforcement policy" that recognizes the value of internal efforts to identify deficiencies and promptly correct them. The FAA chief added that the policy allows for "substantial mitigation of any civil penalty arising from inadvertent operations or maintenance violations, where the violations are discovered by the carrier, promptly disclosed and corrected to the satisfaction of the FAA."

On the other hand, McArtor noted that airlines without an effective internal evaluation policy may be less likely to uncover problems and, thus, less likely to benefit from this enforcement policy. "Indeed," he added, "companies who do not act responsibly in the face of apparent violations will henceforth be exposed to even more substantial civil penalties."

To assist in establishing internal audit systems, FAA has worked with individual airlines and the Air Transport Association to develop a prototype program. According to McArtor, it contains an "outline of items representative of those we believe should be reported to you, the chief operating officer, and to other top management, so that you might directly judge your airline's performance in the operations, maintenance, and security areas."

McArtor asked the airline CEOs to begin such a program immediately and report on their progress as soon as possible. Thereafter, reports would be submitted on a semi-annual basis.

"The FAA intends to watch closely each carrier's performance under its evaluation program," he added. "What we are able to observe and learn from your initial reports will help us determine whether FAA should initiate rulemaking to require such evaluation and reporting."

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**Federal Aviation
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FOR IMMEDIATE RELEASE
Friday, February 17, 1989

FAA 09-89
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA PROPOSED RULE ENCOURAGES INNOVATIVE AIRLINE TRAINING PROGRAMS

The Federal Aviation Administration today issued a proposed regulation that would authorize airlines to adopt innovative training programs for flightcrews that stress crew coordination and the management of cockpit resources.

The FAA proposal is the result of concerns arising from several incidents of poor crew performance. The agency cited studies showing that more than 60 percent of fatal airline accidents were caused by breakdowns in cockpit communication rather than mechanical failures or lack of pilot skills. FAA noted that in many cases the flightcrew was not working well together and, thus, did not utilize all of the available cockpit resources.

At the same time, the agency issued a draft advisory circular that the airlines can use as guidance in establishing Cockpit Resource Management (CRM) training programs that will qualify for FAA approval. The objective of CRM training is to get crewmembers to work together as a team and utilize all available resources to achieve safe and efficient flight operations. These include the skills and judgment of each of the crewmembers as well as the systems, instruments, and performance of the aircraft.

Traditionally, airline training and checking has been oriented toward the pilot in command with less stringent requirements for other crewmembers. This has led to training and checking of pilots on an individual basis in an environment that is not crew oriented. Also, training has focused on flying skills and systems knowledge while neglecting factors such as communication skills, coordination and decisionmaking.

In addition, FAA will be encouraging more use of Line Oriented Flight Training (LOFT), which already is provided for in FAA regulations. LOFT involves crews training together as a unit in flying airline routes in simulators. It provides realistic, no-jeopardy training in an environment that encourages practice and feedback in crew coordination.

The proposed Special Federal Air Regulation will be published in the Feb. 22, 1989, Federal Register. Comments are due by April 24, 1989.

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U.S. Department of
Transportation

News:

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

FOR RELEASE FRIDAY
February 17, 1989

FAA 08-89
Contact: John Leyden
Tel.: (202) 267-8521

1988 FLIGHT DELAYS HIT THREE-YEAR LOW

The Federal Aviation Administration reported today that flight delays last year in the nation's airspace declined to the lowest level since 1985.

The agency said delays of 15 minutes or more in 1988 were down 5.1 percent from the 1987 total. This followed a 15 percent drop in 1987 compared with 1986.

Major delay reductions were reported at Los Angeles International (-68.9 percent), Atlanta Hartsfield (-39.6 percent), Boston Logan (-40.5 percent), New York's John F. Kennedy (-19.6 percent), Philadelphia International (-30.9 percent), and Washington National (-44.2 percent). Only two of the 22 major airports reported significant increases in delays — Chicago's O'Hare International (+72.8 percent) and Newark (+28.0 percent). The increase in O'Hare delays was partially due to peak hour flight limitations imposed at that airport in early October.

FAA figures show that flight delays encountered at the nation's airports, as well as in the en route phases of flight, totaled 337,661 during 1988. The totals were 355,718 in 1987 and 417,644 in 1986.

Approximately 80 percent of the 1988 delays were recorded at the 22 major airports. There were 272,214 delays of 15 minutes or more at these locations out of a total of 9.4 million operations. That averages out to 28.8 delays for every 1,000 operations, or approximately 2.9 percent of all operations at these 22 airports.

Weather and traffic volumes were the major causes of delays last year, accounting for 65.2 percent and 27.2 percent respectively of the total. Other factors included airport construction and equipment outages.

FAA counts only those delays that result from "system" problems, such as weather and heavy traffic. A majority of "system" delays are taken at the departure airport and involve holding aircraft on the ground for 15 minutes or more until traffic in the system permits their takeoff. The FAA count does not include delays generated by the airlines, which are reported separately to DOT and published in its on-time performance report.

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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

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FOR IMMEDIATE RELEASE
Friday, February 24, 1989

FAA 10-89
Contact: John Leyden
Tel.: (202) 267-8521

FAA PROPOSES \$801,000 CIVIL PENALTY AGAINST NORTHWEST AIRLINES

The Federal Aviation Administration has proposed an \$801,000 civil penalty against Northwest Airlines for alleged violations of regulations related to maintenance and crew scheduling practices.

In a Feb. 17, 1989, letter to Northwest President John F. Horn, the agency cited a dozen cases of alleged noncompliance with FAA rules or directives. In one case, for example, the airline failed to comply with the deadline in an airworthiness directive for inspecting the engine pylon attach fitting bolts on 24 Boeing 747s and then operating the aircraft on a total of 8,198 flights. Although after-the-fact checks did not disclose any defects in the bolts, these 8,198 flights constituted violations of safety regulations because the airline did not do the inspections in the specified time frame.

Additionally, Northwest was charged with failure to comply with other airworthiness directives and with making unauthorized repairs to flap panels and horizontal and vertical stabilizer panels on two 747s. Other allegations involved improperly deferred maintenance and flightcrew over-scheduling.

The alleged deficiencies were discovered during an in-depth FAA inspection of the airline conducted last year as part of the agency's National Aviation Safety Inspection Program (NASIP). The month-long inspection, which began Jan. 20, 1988, involved more than 30 FAA inspectors who did a top-to-bottom review of the carrier's operations, maintenance and training activities.

The agency published a 100-page report on the inspection last March, commending Northwest for conducting its own internal audit prior to the start of the FAA inspection and noting that this internal effort had led to numerous changes in company policies and practices. It said the Northwest audit had helped make possible the success of the NASIP inspection and "could serve as an industry model."

Northwest was given 15 days from receipt of the FAA proposed civil penalty letter to respond to the agency's settlement offer or provide additional information concerning the alleged violations.

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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 RELEASE TUESDAY
February 28, 1989

FAA 11-89
Contact: John Leyden
Tel.: (202) 267-8521

SKINNER TO KEYNOTE FAA FORECAST CONFERENCE

Secretary of Transportation Samuel Skinner will be the keynote speaker at the Federal Aviation Administration's Fourteenth Aviation Forecast Conference March 3 in Washington, D.C.

Sharing top billing with the Secretary at the one-day conference in the Mayflower Hotel will be Rep. James Oberstar, the recently elected chairman of the House Public Works and Transportation Committee's Aviation Subcommittee. He is scheduled to deliver the luncheon address.

Skinner, who is an instrument-rated pilot, was sworn in as Transportation Secretary on February 6. Prior to his appointment, he was chairman of the Regional Transportation Authority of Northeastern Illinois, the country's second largest mass transit system, as well as a senior partner in the Chicago office of an international law firm.

This year's forecast conference will focus on "A Decade of Deregulation." Separate panels will look at the U.S. and world experiences with deregulation, respectively, with a third panel covering industry impacts and future trends.

One of the highlights of the meeting will be the release of FAA's annual "Aviation Forecasts" document. The new edition covers Fiscal Years 1989-2000.

Additional information on the conference is available from FAA's Office of Aviation Policy and Plans (202/267-3355).

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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

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FOR IMMEDIATE RELEASE
Wednesday, March 8, 1989

FAA 16-89
Contact: John Leyden
Tel.: (202) 267-8521

FAA PROPOSES NEW RULE TO GOVERN EXIT ROW SEATING ON AIRLINERS

The Federal Aviation Administration has issued a proposal that would limit exit row seating in domestic air carrier airplanes to persons who are able to operate emergency exits without assistance and take other actions on their own to expedite the evacuation of an aircraft in an accident or incident.

The FAA's notice of proposed rulemaking said passengers in exit rows play an important role in the evacuation process where speed is essential because of the ever present threat of fire. It noted that seating passengers who cannot independently perform all needed functions in these rows can impede or slow evacuation and possibly cost the lives of other passengers.

The proposal would affect the seat locations of persons with physical and mental disabilities, parents with small children, obese and frail persons, children traveling alone and others who can impede evacuation when seated in exit rows. Seating these individuals in other areas of the aircraft enhances their safety as well as that of other passengers.

At present, FAA has no rule relating to this subject. In 1977, it adopted Section 121.586 of the Federal Aviation Regulations, "Authority to Refuse Transportation," which allows airlines to establish their own procedures for persons who may need assistance in an emergency evacuation. The agency also published an advisory circular as a guide to air carriers in developing their procedures.

However, the agency said existing procedures differ from airline to airline and frequently are not applied uniformly by individual carriers, creating confusion among passengers about what the requirements are. As a result, many people now believe there is no legitimate basis for an airline to exclude from exit rows "passengers it judges likely to impede expeditious use of the exits in an emergency."

The proposed rule contains explicit criteria for the selection of exit row occupants. Airline procedures would have to include these criteria and address all of the functions listed in the proposed rule that may fall to a person in an exit row. These include locating the exit, recognizing and using the operating mechanisms, and comprehending visual and oral instructions related to their use.

Each carrier would have to submit its procedures to FAA for approval. The proposed rule will be published in the March 13 issue of the Federal Register.

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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

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FOR IMMEDIATE RELEASE
Wednesday, March 15, 1989

FAA 17-89
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA ADOPTS STRICT ENFORCEMENT POLICY ON GUNS DETECTED AT AIRPORTS

The Federal Aviation Administration has adopted a tough new policy for assessing civil penalties against airline passengers who try to take guns through airport screening points, either intentionally or unintentionally.

The new FAA policy calls for mandatory civil penalties for first-time offenders ranging from \$1,000 to \$10,000, depending on the circumstances. Previously, the FAA region with jurisdictional responsibility in each case had the authority to pursue less severe enforcement action such as a smaller civil penalty or warning notice.

Under the sanction schedule in the new policy, a civil penalty of \$1,000 will be sought in cases where the firearm is unloaded and ammunition is not accessible and \$2,000 if the ammunition is accessible. The sanction increases to \$2,500 for loaded firearms and \$5,000 to \$10,000 when there is an effort to conceal either loaded or unloaded weapons to avoid detection. When guns are used in conjunction with threats or overt acts, the civil penalty is \$10,000, and the case will be referred for criminal prosecution.

FAA's more stringent enforcement policy is a response to the continuing high number of firearms detected at airport screening points — 2,773 in 1988. These incidents last year led to 1,493 arrests by local authorities with the individuals subject to prosecution under local laws. The agency believes that enhanced enforcement is necessary to improve compliance and, thereby, significantly reduce the risk of violence or accidental discharge of a weapon.

The agency noted that the guns were loaded more than 70 percent of the time creating a potentially dangerous situation. Between 1975 and 1983, there were 26 incidents where loaded weapons in luggage discharged, one of which resulted in the death of an airline employee.

The agency emphasized that the only legal way to carry a firearm on an aircraft is in checked luggage. The weapon must be unloaded, and the owner must declare it to the airline when the luggage is checked. If the firearm is a handgun, the luggage must be locked and the only key must be in the owner's possession.

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U.S. Department of
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News:

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

M-419

FOR RELEASE FRIDAY
March 17, 1989

FAA 18-89
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 July 1988 through December 1988 and updates an earlier list released on Sept. 8, 1988.

Subjects include aircraft safety and airport technology, aviation medicine, communications and surveillance, 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.

- more -

NTIS PRICE SCHEDULES

(Effective January 1, 1989)

Schedule A STANDARD PRICE DOCUMENTS AND MICROFICHE

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AIRCRAFT SAFETY AND AIRPORTS TECHNOLOGY

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DEGRADATION AND BLENDING. FINAL REPORT.
6/88, 57p. ADA 197 692

DOT/FAA/CT/88-16
WHEEL PERFORMANCE EVALUATION. Phase I ANALYSIS.
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FEB. 1987-JAN. 1988. 6/88, 124p. ADA 198 975

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FAA AIR TRAFFIC ACTIVITY. FY 1987, 231p. ADA 196 625

FAA STATISTICAL HANDBOOK OF AVIATION. ANNUAL
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1987, 30p. ADA 201 432



U.S. Department of
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News:

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

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FOR IMMEDIATE RELEASE
Wednesday, March 29, 1989

FAA 20-89
Contact: John Leyden
Tel.: (202) 267-8521

FAA TO ESTABLISH NEW RECREATIONAL PILOT CATEGORY

The Federal Aviation Administration announced today that it is establishing a new, more restrictive certificate for pilots who want to fly only for sport and recreation. It will be called the recreational pilot certificate.

Pilots who choose to apply for this new "entry level" certificate, instead of a more advanced private pilot certificate, will be restricted to local area flights and subject to other operational limitations.

With these limitations, recreational pilots will not have to undergo training in the use of sophisticated navigational equipment or radios, which is required of private pilots. The resulting lower training costs are expected to appeal to pilots desiring to fly basic, home-built or experimental aircraft in their local areas and away from congested airspace. At the same time, safety will be enhanced by requiring pilot applicants to take intensified training in basic flying skills.

In a related move, FAA is imposing new testing requirements on student pilots and new annual review requirements on inexperienced, non-instrument rated private pilots.

The new rule limits recreational pilots to flights within a 50-nautical-mile radius of the airport where they received their ground and flight instruction and training. This provision will ensure that pilots fly only over familiar territory, where the risks of becoming lost or disoriented will be greatly reduced.

They also will be restricted to flying single-engine aircraft with a maximum of 180 horsepower, a fixed landing gear and no more than four seats. They will be allowed to carry only one passenger per flight and cannot fly for hire.

In addition, only daylight flights will be permitted, and the pilot must have a minimum of three miles forward visibility and be able to maintain visual contact with the ground. Other restrictions will limit them to flights below 10,000 feet mean sea level and ban them from airspace where communications with air traffic control is required, including Terminal Control Areas (TCAs) and Airport Radar Service Areas (ARSAs).

-more-

Since applicants for a recreational pilot's certificate will not have to undergo training in such areas as night flying, air traffic control communications, flying solely by reference to instruments, and cross country flying, ground and flight instructors will be able to focus students' attention on basic flying skills and "heads up" scanning for other aircraft. They also will be schooled in the geography of their particular flight areas.

Another change mandates that recreational pilots and non-instrument rated private pilots successfully complete an annual review from a flight instructor until they have accumulated 400 flight hours. The review will consist of one hour of ground instruction and one hour of flight instruction.

In addition, all student pilots must pass a written examination given by their flight instructor prior to their first solo flight, and the minimum flight visibility requirements for student pilots is being increased from one to three miles.

The minimum flight hours required for a recreational pilot's certificate will be 30 hours, with 15 hours of dual instruction (flying with an instructor) and 15 hours solo time, compared to a 40-hour total for a private pilot.

However, the average private pilot accumulates about 72 hours prior to certification, and FAA expects that recreational pilots also may have to log additional flight hours to meet the standards for that category certificate. The agency's estimate is between 45 and 55 hours, evenly split between dual and solo time.

Based on these figures, FAA estimates that a person who wishes to fly only for sport and recreation in a local area could save between \$1,200 and \$1,850 by obtaining a recreational pilot's certificate rather than a private certificate.

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FOR RELEASE TUESDAY

April 4, 1989

FAA 21-89

Contact: John Leyden

Tel.: (202) 267-8521

FAA PROPOSES \$712,000 CIVIL PENALTY AGAINST ROCKY MOUNTAIN HELICOPTERS

The Federal Aviation Administration has proposed a \$712,000 civil penalty against Rocky Mountain Helicopters of Provo, Utah, for allegedly violating FAA regulations in its operational and maintenance practices.

Most of the alleged discrepancies occurred in 1987 and were uncovered during an in-depth FAA inspection of the airline in January and February 1988. They included having unqualified personnel in key operational posts, using unqualified personnel to conduct pilot competency checks, failure to maintain adequate records of individual pilot flight time, failure to comply with airworthiness directives, failure to run required ramp checks, and operating aircraft with required equipment inoperative.

Typical of the charges was one that the company operated 31 aircraft for various periods during late 1986 or early 1987 with certain required equipment inoperative. In another case, FAA alleged that the airline operated 14 aircraft for various periods in 1987 or early 1988 when it had not complied with mandatory replacement times and inspection intervals for certain parts as prescribed by the manufacturers.

FAA initiated its in-depth inspection program—known as the National Aviation Safety Inspection Program (NASIP)—in December 1985 to augment its traditional day-to-day surveillance programs for air carriers. To date, the agency has conducted more than 70 NASIP inspections of large airlines and commuter operators.

Rocky Mountain was given 15 days from receipt of the FAA proposed civil penalty letter to respond to the agency's settlement offer or provide additional information concerning alleged violations.

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

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FOR RELEASE TUESDAY
April 4, 1989

FAA 22-89
Contact: John Leyden
Tel.: (202) 267-8521

FAA EMPLOYEES RESPOND POSITIVELY IN NEW SURVEY

A new survey of Federal Aviation Administration employees has found a sharp increase in "overall job satisfaction" compared to previous surveys.

Results of the December 1988 survey — the third in the biennial series focusing on job satisfaction — show that 66 percent of the respondents indicated overall satisfaction with their jobs, as compared to 56 percent in 1986 and 53 percent in 1984. In general, employees were positive about the work itself, co-workers, supervisors and their status as federal employees. They were less satisfied with their pay, the organization and management.

FAA gave much of the credit for the improved record to employees at all levels who developed action plans for following up on the results of the previous surveys.

Survey forms were sent to a random sample of 7,000 FAA employees throughout the country, and 72 percent responded, the highest figure since FAA began its biennial employee surveys in 1984. Previous response rates were 63 percent and 55 percent, respectively.

Among the significant positive findings were:

- o Over 90 percent of FAA employees like the work they do. Working for the FAA is challenging for them, provides for a sense of personal accomplishment, and allows them to use their skills and abilities.
- o Job duties and standards are clearly articulated. Employees do understand what they are supposed to be doing.
- o Employees are generally pleased with the caliber of people being chosen for supervisory positions both in terms of interpersonal and technical skills.
- o Employees respect their co-workers. Relationships between different work groups are very good and showed increased levels of cooperation and information sharing in 1988.
- o The FAA's responsiveness to suggestions and its dialogue with employee participation groups have been useful and have shown improvement.

-more-

- o Signs of "burnout" have steadily declined for air traffic employees since the 1984 survey and reached their lowest levels in 1988. In 1984, for example, 15 percent of controllers working at enroute centers said they experienced "burnout." The 1988 figure was half that ~ 7.5 percent.

Areas that showed improvement but still need further attention are:

- o Employee opportunities to contribute to the decision-making that affects their jobs.
- o Communications from management about organizational change and management's seeking of feedback from employees, both before and after the change.
- o Performance management skills among supervisors, with particular emphasis on career development, performance appraisal, counseling, and feedback.

The agency intends to continue this process of eliciting employee feedback every two years so that senior level management is aware of employee concerns and can take steps to make the FAA a better place to work for its employees.

Some of the actions taken as a result of the 1986 survey feedback include:

- Employee input to supervisory and managerial effectiveness.
- Implementation of the Survey-Feedback-Action Program.
- Revision of the supervisory training curriculum.
- Implementation of a new way to select ATC supervisors: the Supervisory Identification and Development Program.
- Increased dialogue between top management and employees through national and regional focus groups.

Based on the significant gains reflected in the 1988 survey, the agency intends to increase emphasis and support of the human resource programs, and to expand current efforts and investigate additional methods for enhancing communication and increasing employee participation.

The Job Satisfaction Survey was one of two questionnaires FAA employees filled out in the past few months.

All agency workers were asked to complete the Survey-Feedback-Action (SFA) Program, which rates the job performance of individual supervisors and managers.

Results of the SFA are expected to be released in April.

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FOR RELEASE THURSDAY
April 27, 1989

FAA 27-89
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA SEEKS \$200,000 CIVIL PENALTY AGAINST AIR WISCONSIN

The Federal Aviation Administration is seeking a \$200,000 civil penalty from Air Wisconsin for failure to perform verification inspections to ensure aircraft repairs were done properly.

In one case, the failure to make a verification check led to the right engine of a two-engine airplane being stuck at a power level of 80 percent when the fuel control lever became disconnected in flight.

It was later determined that during earlier maintenance on the fuel control linkage, the connection to the fuel control lever had not been safety wired, a discrepancy that probably would have been detected in a verification check.

The verification checks are called Required Inspection Items and cannot be done by the person who did the work. They are specified for critical parts and systems of an aircraft to provide independent verification that maintenance or repair work has been done properly.

In a Civil Penalty Letter dated April 14, 1989, the FAA charged Air Wisconsin with using three of its aircraft on numerous passenger-carrying flights after failing to make the checks following repair work.

The FAA considers aircraft to be unairworthy until the verification checks are made, and the transporting of passengers in unairworthy aircraft is a violation of FAA regulations.

In two other cases, one aircraft suffered structural damage from a bird strike and another suffered engine damage from a bird strike and also experienced a lightning strike.

In addition, Air Wisconsin allegedly used the bird-damaged engines on two other aircraft without making the required verification checks.

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FOR RELEASE FRIDAY
April 28, 1989

FAA 28-89
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA SOLICITING PUBLIC COMMENTS ON CRASHWORTHY FUEL SYSTEMS

The Federal Aviation Administration is asking for public and industry comments on the "feasibility and effectiveness" of requiring crashworthy fuel tanks and fuel lines in the fuselages of airline aircraft to reduce further the risk of post-crash fires.

FAA said that — under such a requirement — both fuel tanks and fuel lines would have to be "rupture resistant" to crash impact forces. In addition, the fuel lines should disconnect and self-seal in the event of an accident. Such a system might eliminate or minimize fuel spillage in the fuselage area, reducing the potential for a post-crash fire in a survivable accident and giving passengers more time to escape from the aircraft.

In an Advance Notice of Proposed Rulemaking, FAA said it has taken a number of regulatory actions in recent years aimed at reducing fire-related deaths in survivable accidents. Included were the adoption of new flammability standards for seat cushions and cabin interior materials, a requirement for floor proximity emergency escape path marking systems, and provision of additional smoke detectors and fire extinguishing systems.

However, FAA noted that all new protective features "must be justified by an increased level of safety with a minimum of added complexity, weight and operational constraints." The agency, therefore, is asking for comments on the merits of developing crashworthy fuel tanks and fuel lines along with an assessment of their ability to limit fatalities in a survivable accident.

The FAA notice poses 17 questions that deal with this issue, including the following:

- * Is it feasible, both from the technological and economical standpoints, to design and install the crashworthy fuselage fuel systems?
- * Would they be effective in preventing or reducing post-crash fires?
- * What criteria should be used to design a crash resistant fuel system? Could existing military standards for flexible fuel cells be the basis for a suitable standard?

-more-

* Are there any possible hazardous side effects that would be inherent in any such system?

* If new regulations are adopted, should they apply to all aircraft or only those type certificated in the future?

The FAA notice responds to a provision in the Aviation Safety Research Act of 1988. A 1964 effort by the agency to develop standards for crash resistant fuel tanks and self-closing breakaway fuel line systems subsequently was withdrawn because of a lack of adequate technical data.

The new notice concerns fuel systems in the aircraft fuselage and not those in the wings, which present a different set of technical problems.

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FOR RELEASE MONDAY
May 1, 1989

FAA 26-89
Contact: Lowell Johnson
Tel: (202) 267-3831

AIRPORT GRANT ALLOCATIONS ISSUED FOR SECOND QUARTER

The Federal Aviation Administration approved \$240,128,429 in allocations under the Airport Improvement Program (AIP) during the second quarter of Fiscal Year 1989. The money went for 332 planning and development projects in 46 states and three territories.

A \$1.4 billion level is available for the FY 1989 Airport Improvement Program. Funds are drawn from the Aviation Trust Fund, which is financed by aviation user taxes, with Congress approving annual funding levels.

Of the \$240.1 million allocated in the second quarter, \$148,594,279 went for 128 projects at primary airports. This includes multiyear projects in which sponsors commit future year entitlements over two or more fiscal years. Another \$50,334,851 was allocated for 132 projects at general aviation airports and \$32,188,137 was approved for 39 projects at reliever airports which help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of \$7,482,088 for 23 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were ten airport system plan studies totalling \$1,529,074.

- more -

ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

JANUARY 01, 1989 TO MARCH 31, 1989

ALABAMA	\$6,805,455	NEW HAMPSHIRE	\$2,407,270
ALASKA	\$9,092,616	NEW JERSEY	\$3,799,546
ARIZONA	\$3,351,913	NEW MEXICO	\$3,056,661
ARKANSAS	\$13,053,825	NEW YORK	\$6,967,553
CALIFORNIA	\$20,591,401	NORTH CAROLINA	\$7,940,516
COLORADO	\$4,862,027	NORTHERN MARIANA IS	\$262,000
CONNECTICUT	\$3,915,000	OHIO	\$12,285,835
FLORIDA	\$19,633,267	OKLAHOMA	\$3,674,344
GEORGIA	\$2,046,884	OREGON	\$1,394,500
HAWAII	\$200,000	PENNSYLVANIA	\$5,823,870
IDAHO	\$1,172,507	PUERTO RICO	\$792,985
ILLINOIS	\$319,275	RHODE ISLAND	\$5,867,600
INDIANA	\$1,829,372	SOUTH CAROLINA	\$4,953,410
IOWA	\$420,727	SOUTH DAKOTA	\$1,737,000
KANSAS	\$174,600	TENNESSEE	\$10,486,751
KENTUCKY	\$508,429	TEXAS	\$28,463,548
LOUISIANA	\$3,066,380	UTAH	\$5,407,393
MAINE	\$1,403,052	VERMONT	\$1,019,880
MASSACHUSETTS	\$2,732,200	VIRGIN ISLANDS	\$3,100,000
MICHIGAN	\$7,031,689	VIRGINIA	\$6,767,172
MINNESOTA	\$1,411,910	WASHINGTON	\$5,956,776
MISSISSIPPI	\$2,593,901	WEST VIRGINIA	\$2,849,321
MISSOURI	\$850,736	WISCONSIN	\$90,000
MONTANA	\$2,888,391	WYOMING	\$3,040,341
NEBRASKA	\$2,028,600		
		TOTAL	\$240,128,429

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12-49

FOR IMMEDIATE RELEASE
Thursday, May 11, 1989

FAA 30-89
Contact: JoAnn Sloane
Tel.: (202) 267-8521

FAA PROPOSES CHARLOTTE TERMINAL CONTROL AREA

The Federal Aviation Administration has proposed the establishment of a new Terminal Control Area (TCA) designed to enhance operational safety and efficiency at the Charlotte, N.C., airport, one of the nation's fastest-growing airports.

On May 8, FAA issued a notice of proposed rulemaking to create a TCA, a block of controlled airspace, at Charlotte/Douglas International Airport in Charlotte, N.C. The action would mandate additional procedural and equipment requirements for operations at Charlotte. The result would be to give air traffic controllers increased authority over flights within the designated TCA and, thus, reduce even further the potential for midair collisions and improve operational efficiency.

The agency is also considering initiating rulemaking this year to create TCAs at eight additional locations: Memphis, Phoenix, Baltimore-Washington International, Washington's Dulles Airport, Tampa, Orlando, Salt Lake City, and Houston Hobby Airport.

TCAs currently are in place at 23 major U.S. hubs. They encompass a total of 27 air carrier airports.

The circular-shaped TCA, which is shaped like an upside-down wedding cake, would extend upward to 10,000 feet at Charlotte and outward generally to 25 miles from the airport at the top. The operating rules for TCAs require pilots to obtain a clearance or approval from the airport traffic control facility before entering that airspace and to comply with all air traffic control instructions within the designated airspace. Aircraft also need two-way radio communications equipment, radio navigation equipment, and a Mode C, or altitude-reporting, transponder. Radar returns from such transponders are displayed on controller screens with numbers indicating the altitude of the aircraft in question.

The TCA at Charlotte and the other eight locations would replace existing Airport Radar Service Areas (ARSAs), which cover a smaller area, have less stringent operating requirements and currently have no Mode C transponder requirement. The design for each new TCA is being developed with consideration for the facility needs, local terrain features and the recommendations of airspace user groups.

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U.S. Department of
Transportation

M-49

News:

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

FOR RELEASE WEDNESDAY
May 17, 1989

FAA 31-89
Contact: Jo Ann Sloane
Tel.: (202) 267-8521

FAA PROPOSED RULE TARGETS PILOTS WITH DRUNK DRIVING RECORDS

The Federal Aviation Administration has proposed a new regulation that would permit it to suspend or revoke the certificates of pilots with a recent history of driving motor vehicles under the influence of alcohol or drugs.

The proposal would allow FAA to deny an application for a pilot certificate or take action to suspend or revoke a pilot's certificate if the individual involved had a recent history of alcohol- or drug-related driving offenses. Such action would be based on two convictions or two administrative actions, or one of each, within a three-year period.

The proposed rule also would require pilots to report to the FAA's Airman Registry in Oklahoma City any alcohol- or drug-related conviction or administrative action within the three years preceding the effective date of the final rule. Any conviction or administrative action that occurs after the effective date of the rule also would have to be reported within 60 days of the event. Failure to report any such action would be grounds for FAA certificate action.

In addition, the proposal provides for the automatic expiration of a pilot's medical certificate in the event of a single alcohol- or drug-related driving offense. Pilots must have a current medical certificate, as well as a pilot's license, in order to operate an aircraft legally.

The medical certificate would expire on the 61st day after conviction or final administrative action for an alcohol- or drug-related motor vehicle offense. During that time period, pilots could reapply for a new medical certificate but, as part of the process, would be required to provide the FAA-designated aviation medical examiner with evidence showing participation in any court-ordered or other alcohol- or substance-abuse treatment program.

The proposed rule also would add an "express consent" provision to the FAA medical certification regulations enabling the agency to obtain independent verification of traffic conviction information contained in the National Driver Register (NDR). Under legislation enacted by Congress in December 1987, FAA is authorized to receive such information if requested by the individuals involved. Generally, access to NDR information is limited to a period of no more than three years preceding the date of the request.

-more-

FAA noted that a 1987 comparison of FAA medical records with the National Driver Register (NDR) showed that the driver's licenses of 10,300 active pilots out of a total of 711,648 had been suspended or revoked in the preceding seven years for driving while intoxicated or impaired by alcohol. Moreover, 7,850 (76 percent) did not report these convictions to FAA when applying for a medical certificate, as required. Similar findings on non-reporting of violations were obtained from a match of various state driving records.

The FAA notice of proposed rulemaking will be published in the May 18, 1989, issue of the Federal Register.

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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

M-49 54

FOR RELEASE THURSDAY

May 18, 1989

FAA 32-89

Contact: John Leyden

Tel.: (202) 267-8521

FAA PROPOSALS WOULD ENSURE CONTINUED SAFETY OF OLDER JETS

The Federal Aviation Administration today took a major step toward ensuring the continued operational safety of aging aircraft by issuing proposed Airworthiness Directives (ADs) that would mandate extensive structural modifications to older Boeing 727s, 737s, and 747s.

These are the first in a projected series of FAA Airworthiness Directives dealing with the safety of older aircraft designs.

The action marks a fundamental change in FAA's philosophy for maintaining the airworthiness of older aircraft. Historically, the agency has relied primarily on repetitive structural inspections to identify needed repairs due to corrosion, cracking and other signs of metal fatigue. These inspections become more frequent and demanding as aircraft get older and approach the manufacturer's "economic design goal," the point in an aircraft's life at which the cost of maintenance is expected to increase significantly.

Under the new approach, the agency would require the airlines to make strengthening modifications to basic critical structures to prevent fatigue problems as aircraft reach their economic design goal. In addition, some parts, such as landing gear, must be replaced after a specified number of flight hours or cycles.

Today's proposed ADs initially would affect 115 U.S.-registered Boeing aircraft — 67 B727s, 28 B737s, and 20 B747s. The estimated cost of modifications for these 115 aircraft is \$142 million over a four year period. Additional aircraft will be covered as they accumulate time-in-service and reach the threshold for modification.

Specifically, the points at which the cost of maintenance is expected to increase substantially are 20 years or 60,000 flights for the B727, 20 years or 75,000 flights for the B737, and 20 years or 20,000 flights for the B747.

Today's action stems from a June 1988, FAA-sponsored international conference on aging aircraft in Washington, D.C. That, in turn, was the result of the April 1988 Aloha Airlines accident in which a Boeing 737 with almost 90,000 flights lost 18-feet of its fuselage in flight but managed a safe landing.

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FAA will be working with the airlines to assure that, to the greatest extent possible, airplanes which have the greatest number of operating cycles or which have not recently undergone special inspections will be given priority in the structural modification program.

Following the June conference, a joint government/industry task force was organized under the leadership of the Air Transport Association and the Aerospace Industries Association to develop a modification program for aging aircraft. The first of the work groups organized under the task force reported on Feb. 28, 1989, with a recommended program of modifications for the Boeing 727, 737 and 747. The recommendations were translated into comprehensive service bulletins for each aircraft by Boeing and then reviewed carefully by FAA before issuance of the ADs. FAA has played an active role in all of the task force activities since the initiation of the group last fall.

The proposed B727 Airworthiness Directive calls for 74 modifications to critical structures; the B737 AD lists 58 modifications and the B747 AD has 29. For example, the B727 AD includes 45 modifications to the fuselage, 12 to the wing, eight to the doors, seven to the tail assembly, one to the landing gear and one to the engine strut. The modifications involve such items as structural reinforcement/replacement of skins, stringers, bulkheads, frames, ribs, spars and other structural members.

One of the items in the B747 AD mandates a major modification of the fuselage shell structure from the nose to the forward main passenger entry door (Section 41). It will require 14,000 man hours per airplane. Completion of this modification will allow operators to terminate special inspections of this area which have been required since 1986 to detect cracking of the body frame structure.

Due to the magnitude of the modification program, FAA anticipates that the work will be staggered over a period of time and generally coordinated with other scheduled maintenance. Accordingly, the airlines would be allowed four years to incorporate all of the changes.

FAA estimates that the B727 program will require 17,357 man hours per airplane; the B737, 14,335 man hours; and the B747, 35,000 man hours. This translates into approximately nine man years for the B727, seven man years for the B737, and 18 man years for the B747.

In the interim, operational safety will be provided by the individual operator's structural inspection program, regular maintenance, inspection modifications required by previous ADs, increased FAA surveillance, and the special Supplemental Structural Inspection Program for older aircraft.

In addition to the work group which developed the recommendations for the older Boeing jets, two other groups currently are studying aging airliners produced by other manufacturers. One is working on a modification program for McDonnell Douglas aircraft and the other is looking at the remaining airline fleet.

Comments on the proposed ADs issued today are due June 30. FAA expects to issue the final ADs in the August-September time period.

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U.S. Department of
Transportation

News:

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

FOR RELEASE WEDNESDAY
May 24, 1989

FAA 34-89
Contact: Fred Farrar
Tel.: (202) 267-8521

AIRLINE JETS MUST HAVE UPGRADED RECORDERS THIS MONTH

The deadline for approximately 2,000 older model airline jets to comply with Federal Aviation Administration requirements for installation of new digital flight data recorders is May 26. The new requirements are intended to give accident investigators more complete and readily accessible information on an aircraft's performance prior to a crash.

In addition, certain newly manufactured turbine-powered commuter airline aircraft must be equipped with cockpit voice recorders by the same date. Cockpit voice recorders are another valuable accident investigation tool, providing a tape of pre-accident communications on the flight deck as well as other pertinent sounds.

Aircraft covered by the new flight data recorder requirements are those models that were type certificated on or before Sept. 30, 1969 — primarily Boeing 727s and 737s and McDonnell Douglas DC-9s. Aircraft certificated after that date already have digital recorders.

Of the approximately 2,000 affected aircraft, FAA estimates that all but about 70 will be in compliance by the May 26 deadline. Equipment delivery delays have resulted in some requests for extension of the installation deadline. These requests are being carefully reviewed and granted on a case-by-case basis only for extraordinary reasons. FAA ordered the upgrading of the recording equipment in these aircraft in May 1987, giving the airlines two years to comply.

Digital flight data recorders store vital flight data in a digital format on magnetic tape which can be quickly processed and printed out by computer. They replace older equipment that logs flight data by tracing lines with a mechanical stylus on foil tape. These foil records are less precise and harder to read than the magnetic tapes and are more susceptible to damage from impact and fire in an accident. In addition, a special machine is required to retrieve the data in the older equipment.

Initially, the digital recorders will be required to log the same six items of information as the foil-type recorders: time, altitude, airspeed, vertical acceleration, heading, and time of air traffic control radio communications. They must be upgraded to record 11 flight parameters within five years from May 26.

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Additionally, by May 26 newly produced versions of these older type designs must be capable of recording 17 types of information before entering service. This is the same requirement that now applies to aircraft type certificated after Sept. 30, 1987.

The requirement for cockpit voice recorders applies only to newly manufactured jet or turbo-prop commuter aircraft that carry six or more passengers and require two pilots. Currently, only jet powered commuter aircraft with 10 or more passenger seats must have cockpit voice recorders.

However, under separate rulemaking adopted in June 1988, the requirement for cockpit voice recorders will be extended to cover all turbine-powered commuter and other aircraft with two pilots and six passenger seats effective Oct. 11, 1991, regardless of their date of manufacture.

Also by that date, new and in-service jet or turbo-prop aircraft that can carry 20 or more passengers and newly manufactured jet or turbo-prop aircraft carrying 10 to 19 passengers must have digital flight recorders.

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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 WEDNESDAY

May 24, 1989

FAA 33-89

Contact: John Leyden

Tel.: (202) 267-8521

FAA PROPOSAL WOULD STRENGTHEN GENERAL AVIATION PILOT TRAINING REQUIREMENTS

In a move designed to upgrade basic flight training requirements, the Federal Aviation Administration is proposing significant changes in the pilot and flight instructor certification rules.

The changes would upgrade requirements such as those for stall/spin awareness and establish new training requirements for general aviation pilots with a basic license who wish to qualify to operate a more complex or sophisticated aircraft.

The proposal also would strengthen the Biennial Flight Review requirements for pilots who want to qualify in more than one category and class of aircraft.

The FAA action is the first step in a three-phase review of the regulations governing pilots, flight instructors, pilot schools and ground instructor training and certification procedures. Phase one is designed to implement short-term changes in the pilot initial and recurrent training and qualifications rules that reflect recent advances in aviation technology and the increasing complexity of the airspace system.

The next phase would involve additional regulatory action based on a job task analysis of pilot knowledge, skill and ability levels required to operate in today's aviation environment. The final phase would take a look at pilot and flight instructor requirements in the year 2000 and beyond.

The FAA proposal would expand upon the present stall training requirement to enhance pilot awareness of the link between stalls and spins. Pilots would be given additional ground training in spins and spin recovery and more flight training in stall awareness and prevention. In addition, the proposal would increase the requirements for ground and flight training in spin competency for flight instructor candidates.

Another proposed change would require anyone wishing to act as pilot-in-command of a tailwheel airplane for the first time to have a logbook endorsement by a flight instructor certifying that he or she is competent to operate that type aircraft. FAA noted that safe operation of airplanes with tailwheels requires a measure of training for which experience in tricycle landing gear airplanes is not an adequate substitute. The endorsement would certify, among other things, that the pilot is competent in normal and crosswind takeoffs and landings, wheel landings, recovery from bounced landings and go-around procedures.

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In addition, the proposed rule would strengthen the training requirements for pilots who want to qualify to fly pressurized aircraft which can operate above 25,000 feet mean sea level or any aircraft for which a special pilot's rating is required. For example, the proposal on pressurized aircraft would require ground training on aerodynamic, meteorological and medical aspects of high altitude flight as well as a flight training demonstration in actual operations at these altitudes.

The proposal also would strengthen the requirements for Biennial Flight Reviews (BFR), which pilots must complete every two years in order to carry passengers. Under the proposal, the BFR would be required in each category and class of aircraft in which an individual wants to fly as pilot in command. However, a person who accomplishes the BFR in a multi-engine airplane (land or sea) need not complete a flight review in a single-engine airplane (land or sea, respectively). FAA said pilots with multiple ratings currently can take their BFR in the least complex of these aircraft and qualify in all of them.

Other proposed changes would affect the regulations governing FAA-approved pilot schools to allow greater flexibility in administrative and staffing matters. For example, citing advances in transportation communications, FAA said it would allow pilot schools to establish satellite bases beyond the present 25 nautical mile limit.

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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 IMMEDIATE RELEASE

Friday, May 26, 1989

FAA 35-89

Contact: Fred Farrar

Tel.: (202) 267-8521

FAA AGAIN DENIES PILOTS' AGE 60 PETITION BUT WILL EXPAND ITS STUDY OF THE ISSUE

The Federal Aviation Administration, citing evidence that older pilots face skill deterioration as well as a greater risk of physical incapacitation, and new data analyses indicating they are more likely to be involved in accidents, today again denied a petition from a group of airline pilots for exemption from the FAA's age 60 rule.

The rule prohibits anyone over the age of 60 from serving as a pilot or co-pilot of an airline aircraft. It has long been opposed by pilots who have contended that it needlessly discriminates against pilots over 60.

The agency did, however, say that it is planning to fund a detailed study of age versus accident rates.

The study will cover the years 1976 through 1990 and will involve merging National Transportation Safety Board and FAA safety and medical data bases on specifically identified classes of individuals.

Published reports and proposed studies to measure individual proficiency with respect to age will be reviewed. The FAA is willing to evaluate any protocol that might be claimed, with scientific evidence, to be useful in selecting pilots who are at low accident risk.

The pilots submitted their petition in May of 1986, and it was denied by the FAA in September 1987. The pilots then asked the U.S. Court of Appeals in Chicago for a review of the decision, and the court remanded the matter to the FAA for further consideration.

The FAA has long contended that pilots past the age of 60 are more likely to suffer performance degradation and that there is no way to accurately predict its onset.

The petitioning pilots contended that their experience in the cockpit more than made up for any safety problem that might be associated with being over 60.

However, as noted by the Air Line Pilots Association -- the union representing most airline pilots -- studies do not support that conclusion.

-more-

The agency said in its second denial of the petition that "the pool from which the older pilots would be drawn has a markedly higher accident rate than younger pilots.

"What is needed, and what the petitioners have failed to show, is a way to discriminate between those who contribute to the adverse trend of increasing accidents and those who do not.

"Clearly," the agency continued, "there is substantial scientific evidence which indicates that the greater experience of the pilots who have reached or passed the age of 60 does not outweigh the increased risk of incapacitation or skill deterioration which accompanies their seniority."

The FAA indicated, however, that it remains open to establishing a protocol by which degradation of pilot performance beyond the age of 60 can be assessed in individual cases with a high degree of certainty. Based on the present data and medical opinion, however, the agency could not act favorably on the petition.

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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
June 8, 1989

FAA 36-89
Contact: John Leyden
Tel.: (202) 267-8521

AVIATION IN THE 21ST CENTURY
SYMPOSIUM SET FOR SOVIET UNION

The Federal Aviation Administration announced today that an international "Symposium on Aviation in the 21st Century: Problems and Solutions" will be held in the Soviet Union Sept. 5-8, 1989.

The four-day Moscow meeting is being sponsored jointly by FAA and the USSR Ministry of Civil Aviation. It is a follow-on to a successful symposium held last September in Cambridge, Mass., under the joint sponsorship of FAA, the National Aeronautics and Space Administration and the Massachusetts Institute of Technology.

The meeting will cover a range of aviation topics including overviews of new aircraft, airports/aerodromes, human factors, and air traffic control.

Requests for information and/or reservations should be sent to the organizing committee (ORGKOMITET), USSR, 123182 Moscow, Volokolamskoye shosse, 26, Scientific Experimental Center for ATC Automation, Attention: Vladimir A. Govorkov. The telephone is 190-51-96, Telex 411900 TOPAZ SU.

In the United States, information and copies of the program can be obtained from Robert E. Machol, AOA-30, or Dennis Cooper, ADM-20, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20591. Dr. Machol's telephone number is 202-267-9451; Mr. Cooper's is 202-267-3045.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
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M-49⁶⁶

FOR RELEASE THURSDAY
June 8, 1989

FAA 37-89
Contact: John Leyden
Tel.: (202) 267-8521

FAA CITES 28 AIRLINES FOR AIRPORT SECURITY LAPSES

The Federal Aviation Administration today proposed \$1,245,000 in civil penalties against 28 airlines for alleged security lapses at airport screening points.

This is the fourth announcement of civil penalty actions against airlines for failing to detect test objects at airport screening points during security checks by FAA inspectors since the agency began imposing heavier penalties for such lapses in October 1987. The airlines have responded positively to this increased emphasis on enforcement by improving their detection rate from the 1987 level of 78.9 percent to 93 percent in March 1989.

FAA charged that the 28 airlines receiving new proposed civil penalty letters failed in 179 cases to detect simulated weapons and explosives that were taken through airport screening systems by FAA inspectors. The alleged violations occurred during 1988 and 1989.

Today's action brings the total amount of civil penalties proposed against U.S. airlines for weapons screening failures to \$5,211,000. More than 50 airlines have been cited for 734 alleged violations.

FAA inspectors regularly check airline screening systems to measure the effectiveness of security personnel in detecting test objects secreted on their person or in carry-on baggage. The agency ran more than 6,800 such checks in 1988.

Under FAA rules, the airlines are responsible for screening all passengers and their carry-on items prior to flight. At some airports, contract personnel perform the screening for all carriers. At other locations, a single airline may provide this service for itself and other carriers using a common facility. In either case, each individual airline is held responsible for failures of the screening system even though the functions actually may have been performed by others.

- more -

FAA's program of testing the effectiveness of security systems is performed only at airports in the United States. In foreign countries, security measures are regulated by the host governments, which frequently participate directly in passenger screening functions.

The 28 carriers named in today's announcement are:

BREAKDOWN BY CARRIER
JUNE 1, 1989

<u>AIR CARRIER</u>	<u>TOTAL # CASES</u>	<u>TOTAL \$ AMOUNT</u>
Alaska Airlines	1	10,000
Aloha Airlines	2	20,000
America West	1	10,000
American	12	75,000
Atlantic Southeast	2	2,000
Braniff	6	24,000
Britt	1	1,000
Business Express	5	50,000
CC Air	1	1,000
Comair	1	1,000
Continental	19	127,000
Delta	19	136,000
Eastern	6	51,000
Express	2	11,000
Hawaiian Airlines	5	41,000
Independent Airlines	1	1,000
Midway	7	61,000
Midwest Express	1	1,000
Northwest	18	99,000
Pan Am	4	40,000
Piedmont	7	52,000
Royale	1	10,000
Skywest	1	10,000
Southwest	9	45,000
Sun Country	1	1,000
TWA	16	133,000
United	23	167,000
US Air	7	65,000
TOTAL: 28 carriers	179 cases	\$1,245,000

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

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FOR RELEASE THURSDAY
June 22, 1989

FAA 38-89
Contact: Fred Farrar
Tel.: (202) 267-3441

NEW FAA REQUIREMENT INTENSIFIES SCREENING OF PORTABLE DEVICES ON U.S. CARRIERS IN EUROPE, MIDDLE EAST

U.S. Secretary of Transportation Samuel K. Skinner announced today that the Federal Aviation Administration — in a move to enhance aviation security — today directed U.S. airlines operating in Europe or the Middle East to intensively screen all portable electronic equipment for explosives before it can be checked or carried aboard aircraft.

The new security requirement for pre-flight screening, which is effective immediately, includes radios, cassette players, laptop computers and other electronic devices to ensure they are not being used to hide an explosive device.

The new screening requirement affects flights operated by U.S. carriers departing from cities in Europe or the Middle East. Not affected by the new rule are flights operating between cities in the U.S. and from the U.S. to foreign destinations.

Secretary Skinner called the new requirement a workable alternative to banning electronic equipment as carry-on items or as checked luggage.

"The FAA ruling will provide an increased level of safety and security but, at the same time, will not penalize passengers who have a legitimate need to carry or use these articles," he said. "In assessing the threat against aviation, we must continually be on guard against any over reaction or we will only further the terrorists' objective of disrupting the world's air transportation system.

"It is my firm belief that the option we have selected provides the proper balance between passenger safety and convenience at this time," the Secretary added.

The transportation of portable electronic devices has been a source of major concern to aviation security officials since the bombing of Pan American Flight 103 over Lockerbie, Scotland, last December. Evidence indicates that the bomb was concealed in a radio/tape recorder being shipped as checked luggage.

-more-

The new FAA security requirements include a careful screening process for all passengers transporting electronic equipment using criteria designed to identify "suspicious" articles. All such items then will be subjected to close examination by security personnel under a system of progressively greater scrutiny until cleared. Any item that cannot be cleared will be kept off the aircraft.

Additional time may be required at passenger screening points to examine electronic items. If electronic devices are not needed on a particular trip, passengers should consider leaving them behind. At those locations where similar procedures are already in use, there should not be a significant additional delay in the screening process.

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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 FRIDAY
June 23, 1989

FAA 39-89
Contact: John Leyden
Tel.: (202) 267-8521
Fred Farrar
Tel.: (202) 267-3441

FAA ADOPTS TOUGHER STANDARDS FOR EMERGENCY EXITS ON AIRLINERS

The Federal Aviation Administration today announced a new regulation designed to ensure continued airline cabin safety by limiting the distance between adjacent emergency exits on large passenger planes to a maximum of 60 feet.

Current FAA regulations do not specify a maximum distance but, instead, require that exits be spaced as uniformly as possible along the passenger cabin. They also key the number of emergency exits to passenger seats — one for every 55 seats.

FAA pointed out that some recent airplane configurations have exit distances that are greater than those envisaged when current exit rules were adopted. It said the new rule will "hold the line" on the growth of exit distance until a performance standard can be developed that will allow a more accurate measurement of an airplane's overall evacuation capability.

For example, FAA noted that all existing narrow-body airplanes conform to the new distance limits as do most wide body planes. However, some proposed derivatives and modified versions of older type designs would exceed the 60-foot standard. The agency recently denied a request for a derivative configuration with a distance between exits in excess of 80 feet.

The new FAA rule applies to all new transport airplanes type certificated after its effective date (30 days after publication in the Federal Register) and to all newly-manufactured airplanes of older type designs after Oct. 16, 1987. It also will prevent any modification, such as deactivation of exits, that would increase the distance between exits to more than the 60-foot standard. U.S. airlines also are prohibited from buying and operating foreign-owned airplanes that have exit distances exceeding the standard.

FAA called the 60-foot limitation a "prudent and necessary safety decision" but said an objective evacuation performance standard should be developed for future use "so as not to artificially constrain design options." Accordingly, the agency is organizing an emergency evacuation advisory committee to spearhead this effort.

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Specifically, the committee will be asked to "design a performance standard against which safe evacuation capability of existing and new aircraft designs can be measured in order to replace artificial exit distance limitations and other nonperformance oriented design criteria..." The schedule calls for a report and recommendations by July 1, 1991.

The new rule is based on an FAA notice of proposed rulemaking published in the Federal Register on Oct. 20, 1987. The final rule is being published in the June 23, 1989 Register.

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